

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2911B	EC-1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	

STATE OF NORTH CAROLINA  
 DIVISION OF HIGHWAYS  
 PLAN FOR PROPOSED  
 HIGHWAY EROSION CONTROL

**ROWAN COUNTY**

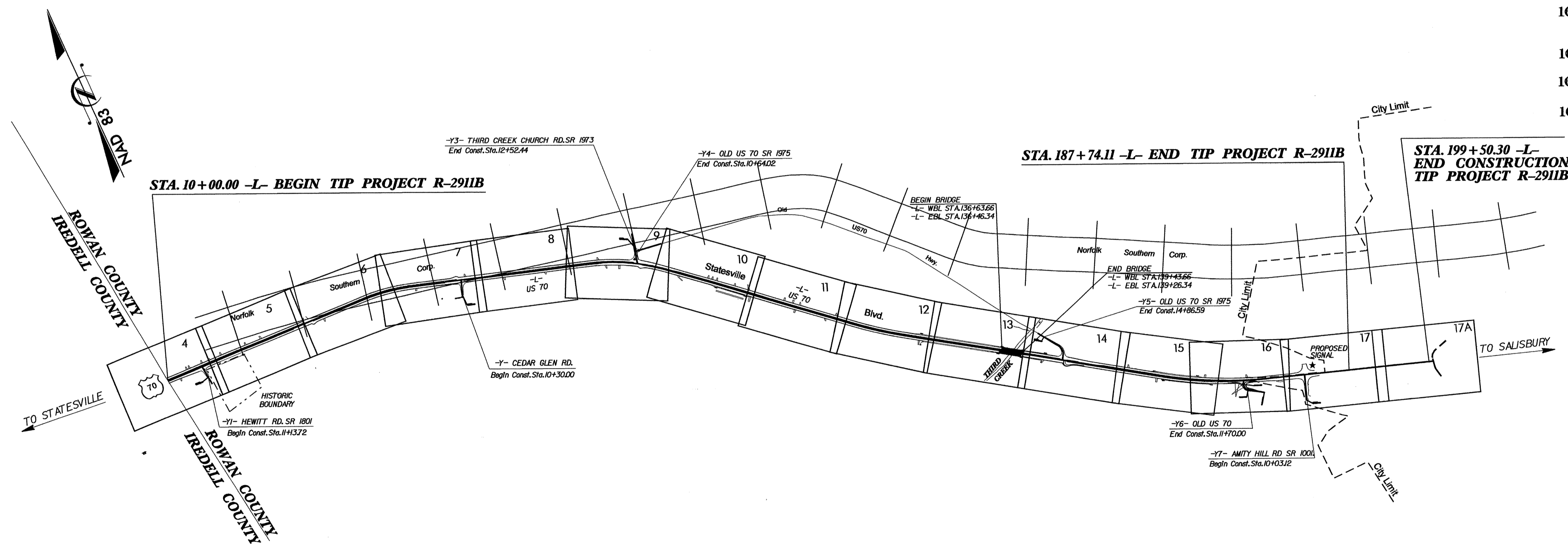
LOCATION: US 70 FROM IREDELL COUNTY LINE  
 TO EAST OF SR 1001 (AMITY HILL ROAD)

TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNALS,  
 AND STRUCTURES

EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
1630.03	Temporary Silt Ditch	TD
1630.05	Temporary Diversion	TD
1605.01	Temporary Silt Fence	III III III
1606.01	Special Sediment Control Fence	III III III
1622.01	Temporary Berms and Slope Drains	III III III
1630.01	Riser Basin	⊙
	Silt Basin Type B	⊙
1635.01	Temporary Rock Silt Check Type-A	⊗
	Temporary Rock Silt Check Type-B	⊗
	Wattle	⊙
1634.01	Temporary Rock Sediment Dam Type-A	⊗
1634.02	Temporary Rock Sediment Dam Type-B	⊗
1635.01	Rock Pipe Inlet Sediment Trap Type-A	⊗
1635.02	Rock Pipe Inlet Sediment Trap Type-B	⊗
1630.04	Stilling Basin	⊗
1630.06	Special Stilling Basin	⊗
	Rock Inlet Sediment Trap:	
1632.01	Type A	A
1632.02	Type B	B
1632.03	Type C	C
	Skimmer Basin	⊗
	Tiered Skimmer Basin	⊗
	Infiltration Basin	⊗

THIS PROJECT CONTAINS  
 EROSION CONTROL PLANS  
 FOR CLEARING AND  
 GRUBBING PHASE OF  
 CONSTRUCTION.



TIP PROJECT: R-2911B

**GRAPHIC SCALE**

0

PLANS

0

PROFILE (HORIZONTAL)

0

PROFILE (VERTICAL)

ROADSIDE ENVIRONMENTAL UNIT  
 DIVISION OF HIGHWAYS  
 STATE OF NORTH CAROLINA

Prepared In the Office of:  
**ROADSIDE ENVIRONMENTAL UNIT**  
 1 South Wilmington St.  
 Raleigh, NC 27611  
**2006 STANDARD SPECIFICATIONS**

Roadway Standard Drawings

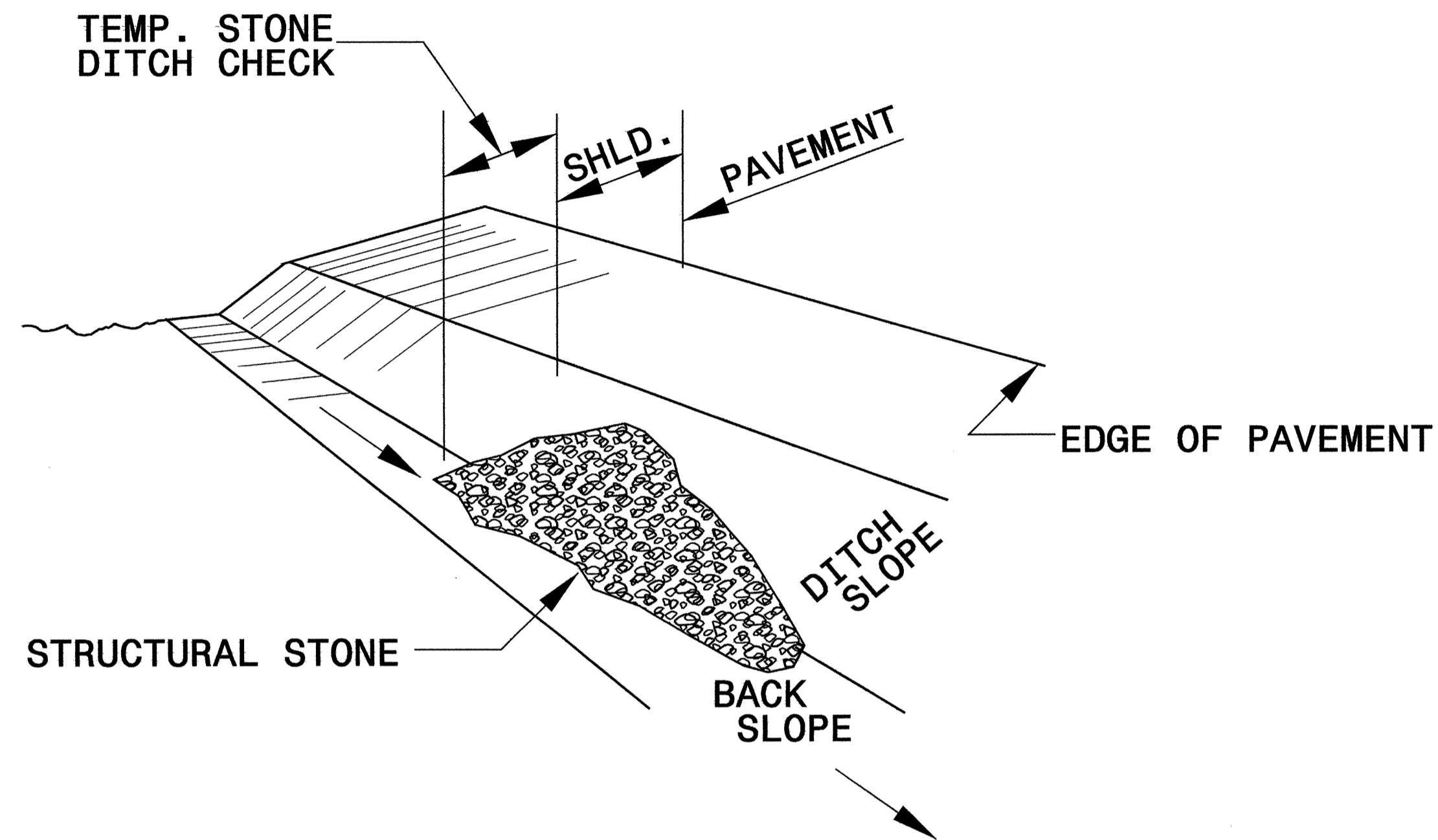
The following roadway english standards as appear in "Roadway Standard Drawings"- Roadway Design Unit - N. C. Department of Transportation - Raleigh, N. C., dated July 18, 2006 and the latest revision thereto are applicable to this project and by reference hereby are considered a part of these plans.

1605.01 Temporary Silt Fence	1632.02 Rock Inlet Sediment Trap Type B
1606.01 Special Sediment Control Fence	1632.03 Rock Inlet Sediment Trap Type C
1607.01 Gravel Construction Entrance	1633.01 Temporary Rock Silt Check Type A
1622.01 Temporary Berms and Slope Drains	1634.01 Temporary Rock Sediment Dam Type A
1630.03 Temporary Silt Ditch	1634.02 Temporary Rock Sediment Dam Type B
1630.05 Temporary Diversion	1635.02 Rock Pipe Inlet Sediment Trap Type B
1630.06 Special Stilling Basin	

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 jenniferep@ncdot.gov  
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PROJECT REFERENCE NO. R-2911B	SHEET NO. EC-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

# TEMPORARY ROCK SILT CHECK TYPE 'B' DETAIL

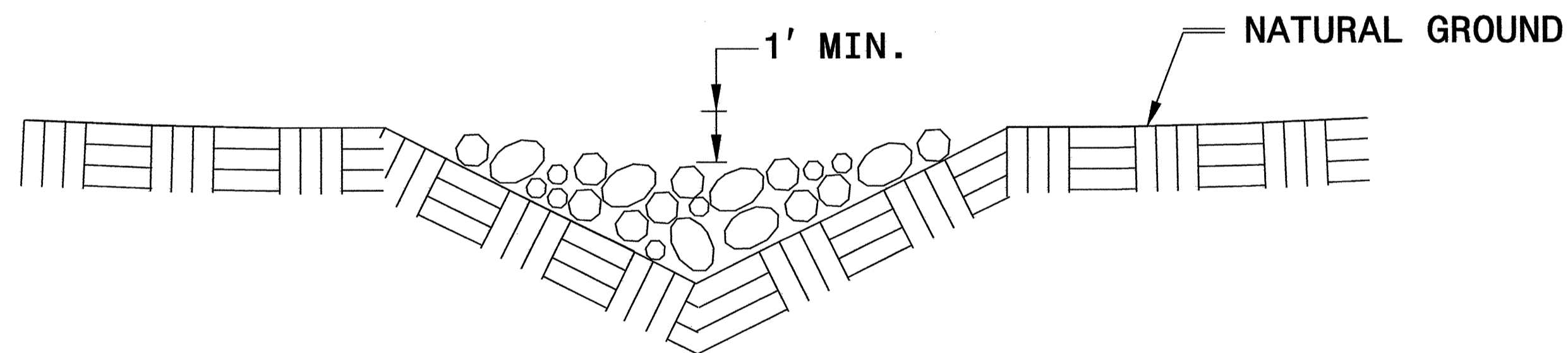


**ISOMETRIC VIEW**

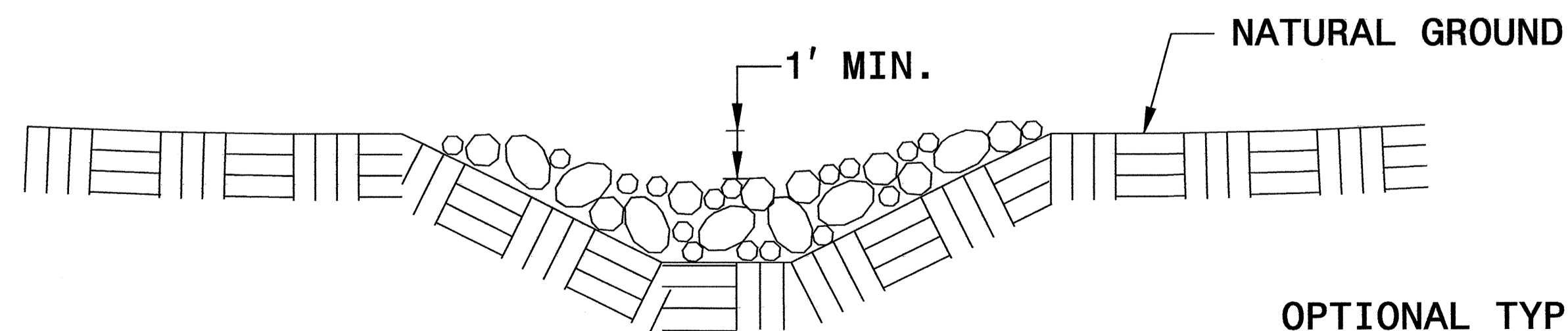
**NOTES:**

USE CLASS 'B' EROSION CONTROL STONE FOR STRUCTURAL STONE.

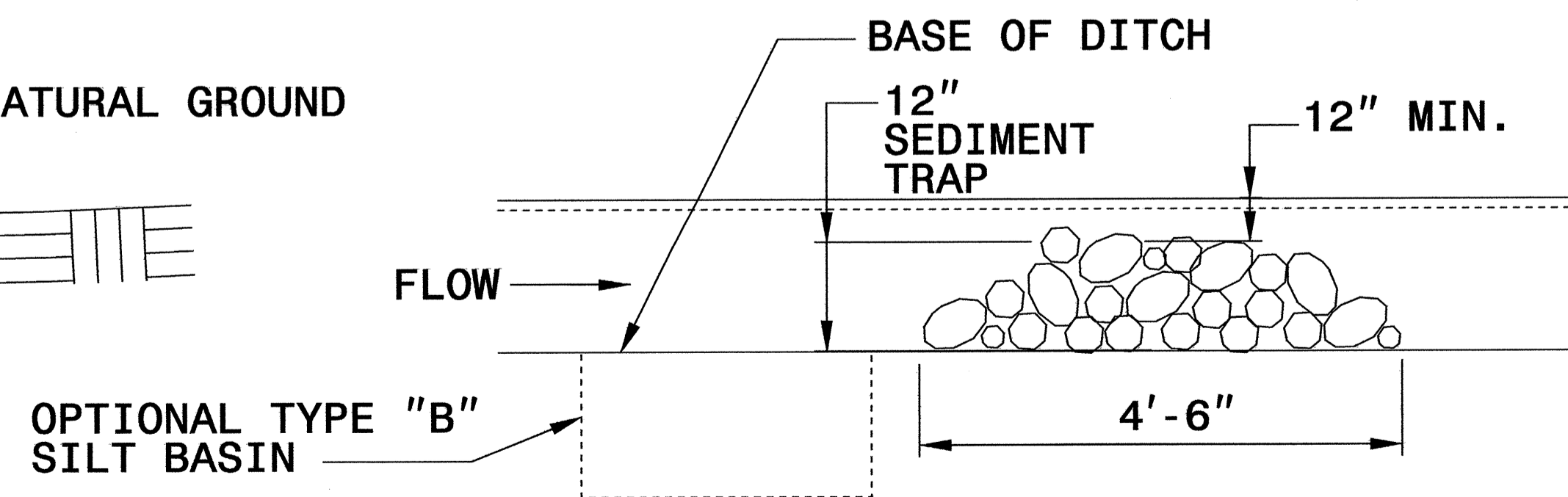
THE ENGINEER MAY DIRECT THE OPTION OF CLASS "A" STONE FOR SITES HAVING LESS THAN ONE (1) ACRE DRAINAGE AREA AND A DITCH GRADE LESS THAN 3%.



**CROSS SECTION  
VEE DITCH**



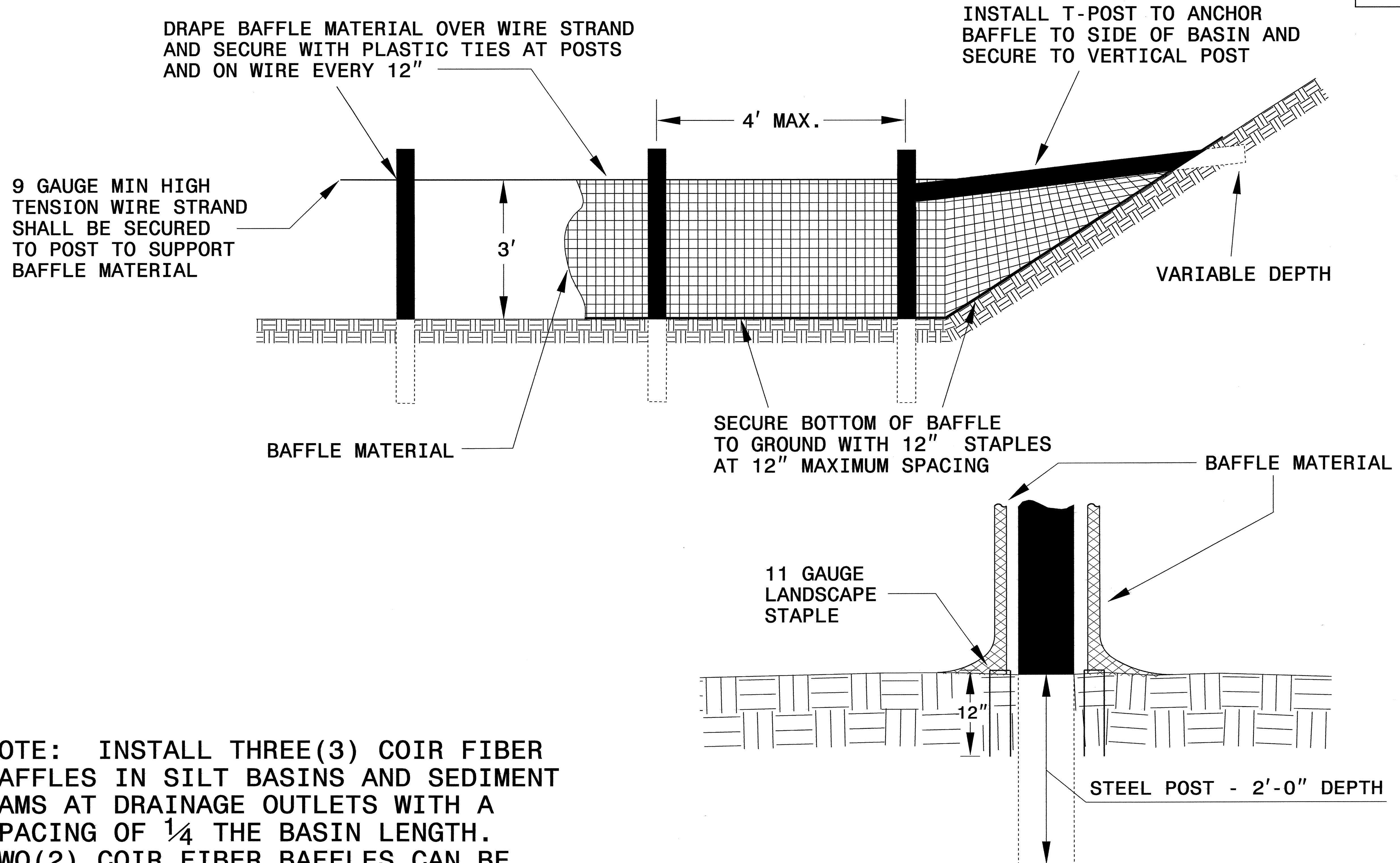
**CROSS SECTION  
TRAPEZOIDAL DITCH**



**ELEVATION VIEW**

PROJECT REFERENCE NO. <i>R-2911B</i>	SHEET NO. <i>EC-2A</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

# COIR FIBER BAFFLE DETAIL



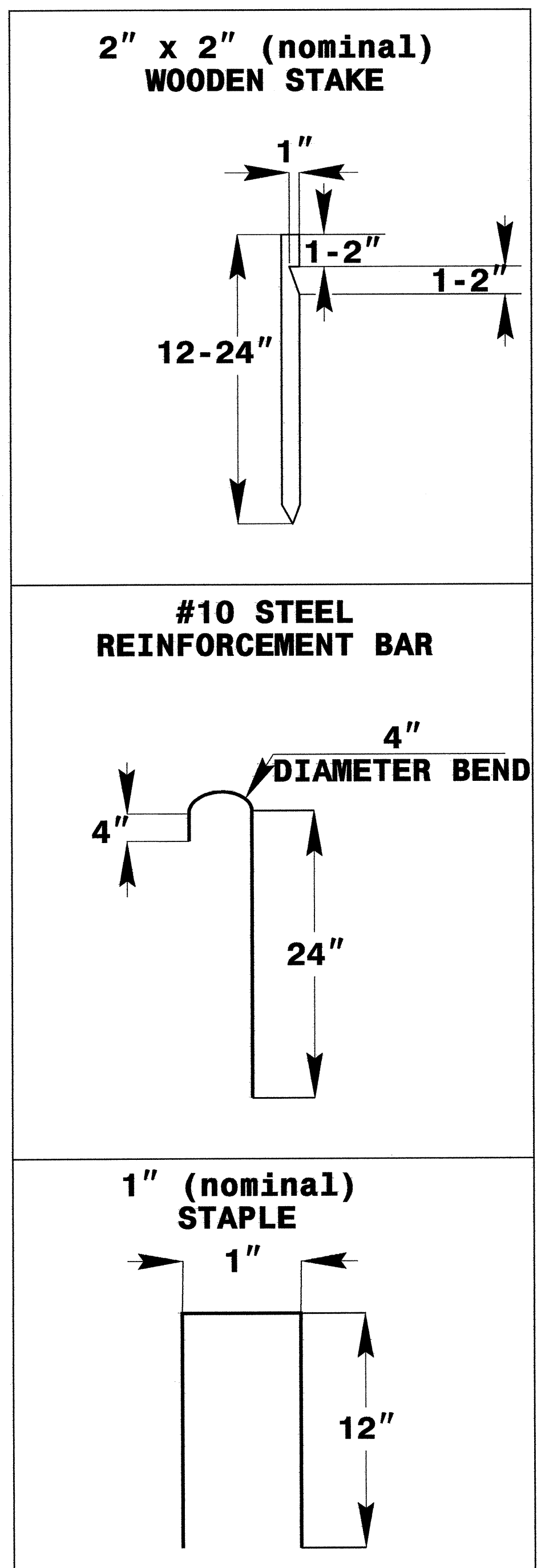
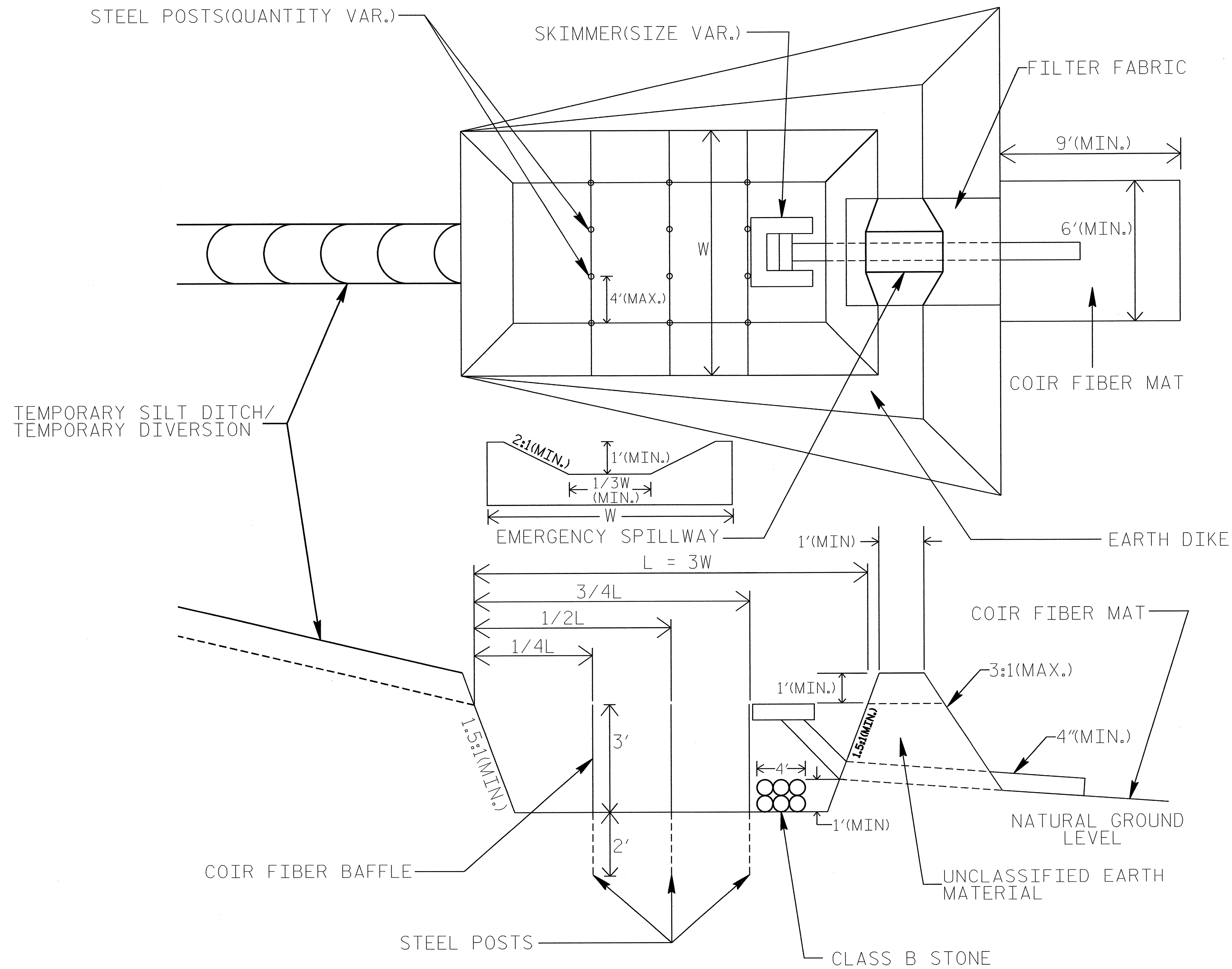
NOTE: INSTALL THREE (3) COIR FIBER BAFFLES IN SILT BASINS AND SEDIMENT DAMS AT DRAINAGE OUTLETS WITH A SPACING OF  $\frac{1}{4}$  THE BASIN LENGTH. TWO (2) COIR FIBER BAFFLES CAN BE INSTALLED IN SILT BASINS AND DAMS LESS THAN 20 FT. IN LENGTH WITH A SPACING OF  $\frac{1}{3}$  THE BASIN LENGTH.

BAFFLE MATERIAL SHALL BE SECURED TO THE BOTTOM AND SIDES OF BASIN USING 12" LANDSCAPE STAPLES



# SKIMMER BASIN WITH BAFFLES DETAIL

PROJECT REFERENCE NO. R-2911B	SHEET NO. EC-2B
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



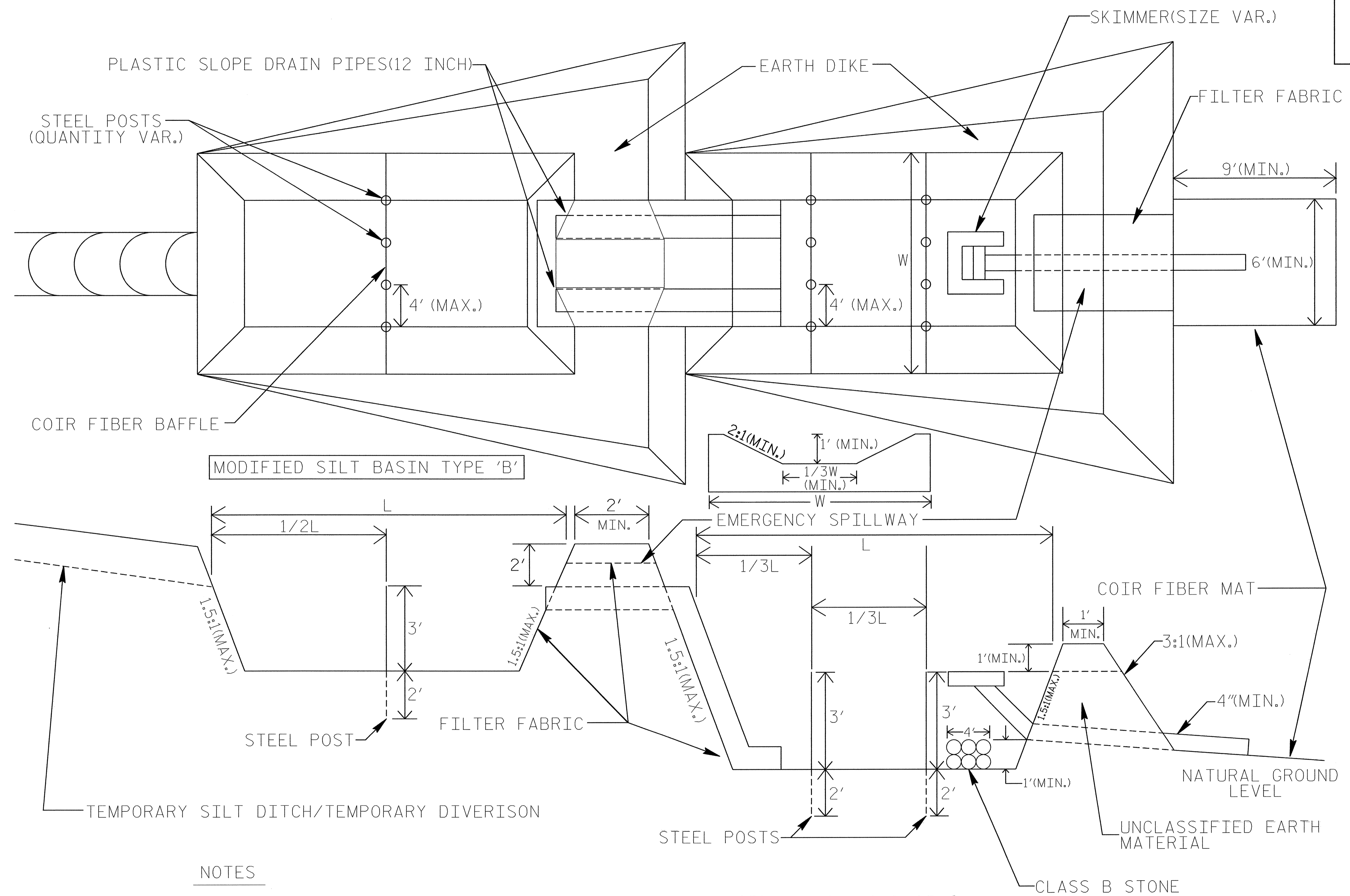
**COIR FIBER MAT ANCHOR OPTIONS**

- NOTES:
1. SEED AND PLACE MATTING FOR EROSION CONTROL ON SIDESLOPES.
  2. LIMIT EARTH DIKE HEIGHT TO 5 FT.



# TIERED SKIMMER BASIN DETAIL

PROJECT REFERENCE NO. R-2911B	SHEET NO. EC-2C
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



**2" x 2" (nominal) WOODEN STAKE**

**#10 STEEL REINFORCEMENT BAR**

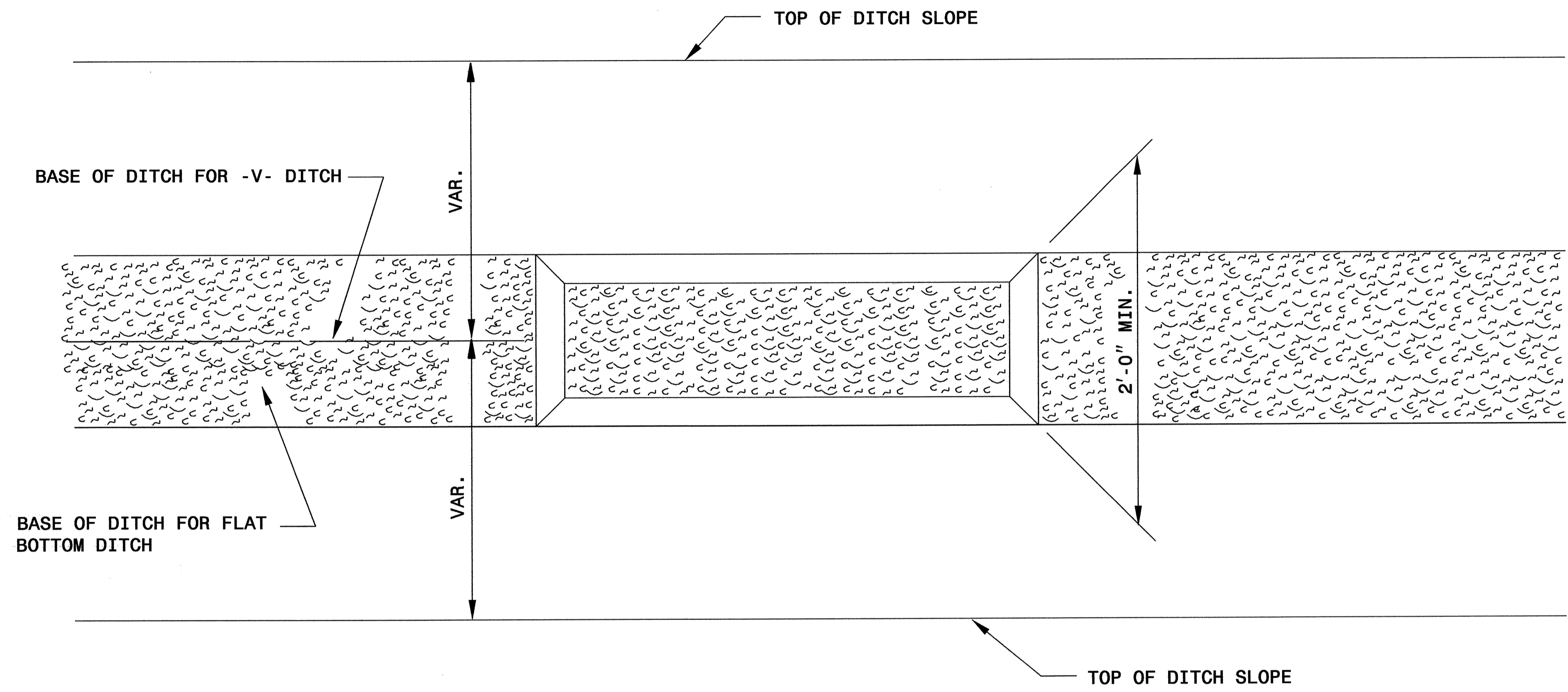
**1" (nominal) STAPLE**

**COIR FIBER MAT ANCHOR OPTIONS**

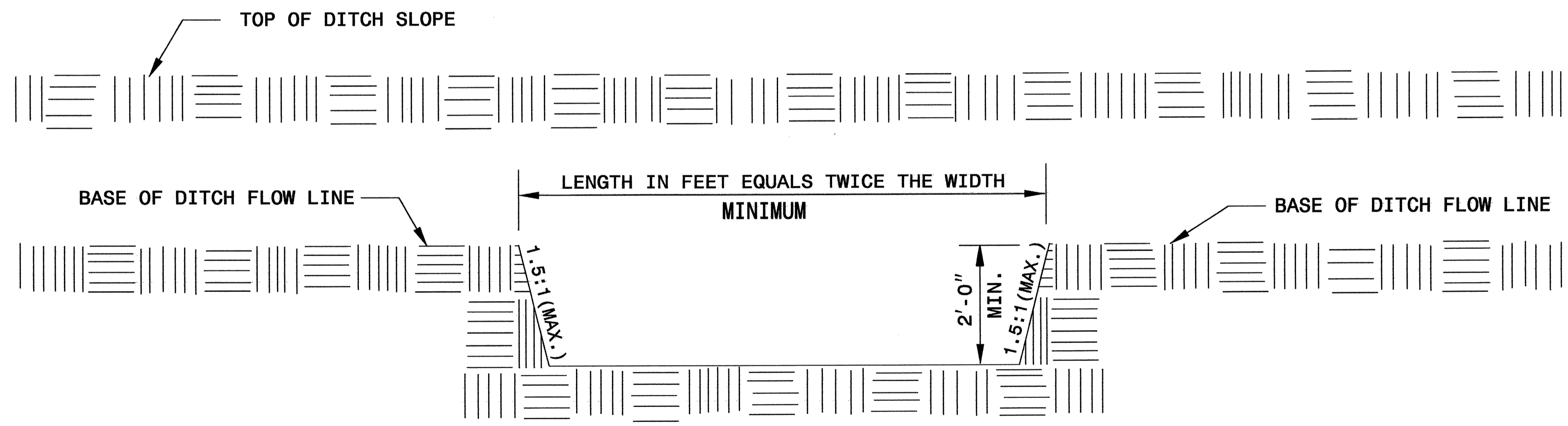
- NOTES**
1. SEED AND PLACE MATTING FOR EROSION CONTROL ON SIDESLOPES OF BASINS.
  2. LIMIT HEIGHT OF EARTH DIKES TO 5 FT.
  3. ADDITIONAL MODIFIED SILT BASINS TYPE 'B' MAY BE NEEDED DEPENDING ON SLOPE.

PROJECT REFERENCE NO. <i>R-2911B</i>	SHEET NO. <i>EC-2D</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

# SILT BASIN 'B' DETAIL



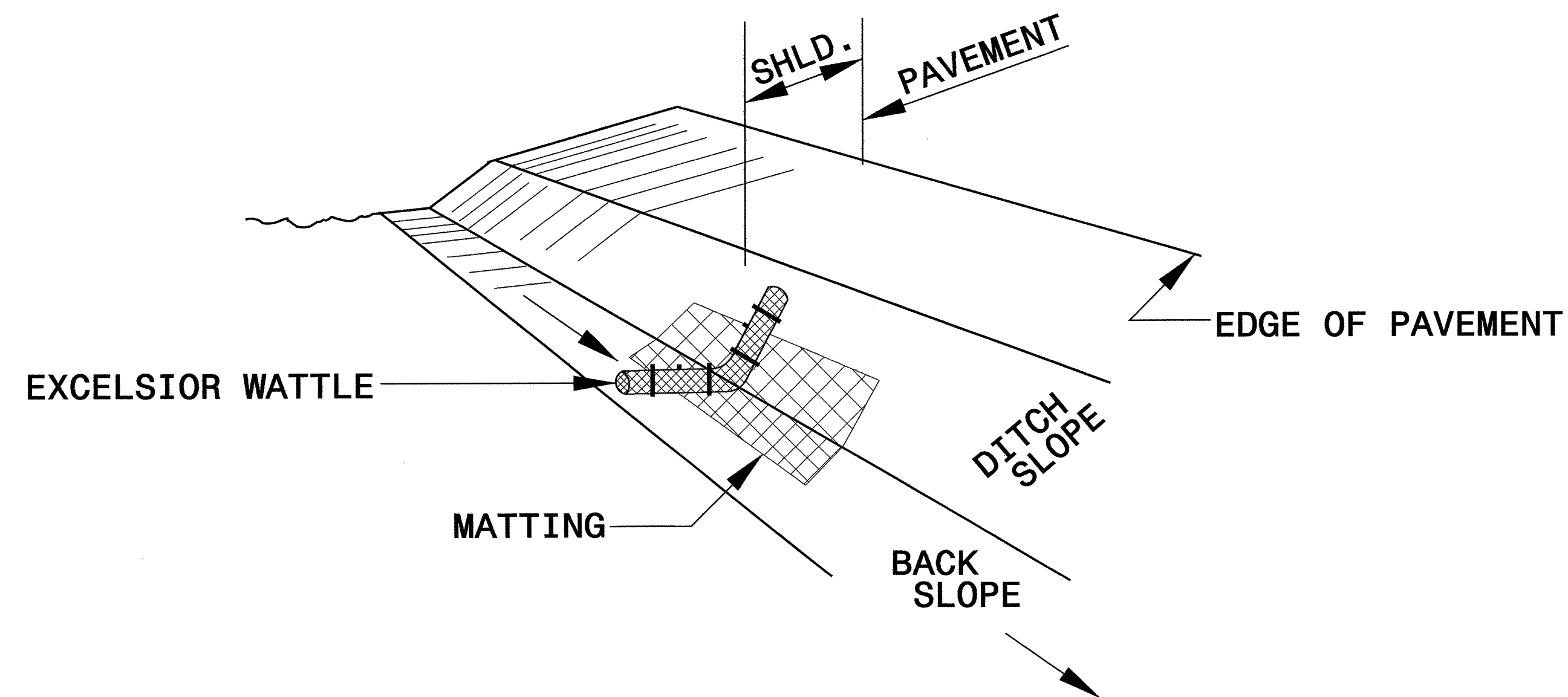
PLAN



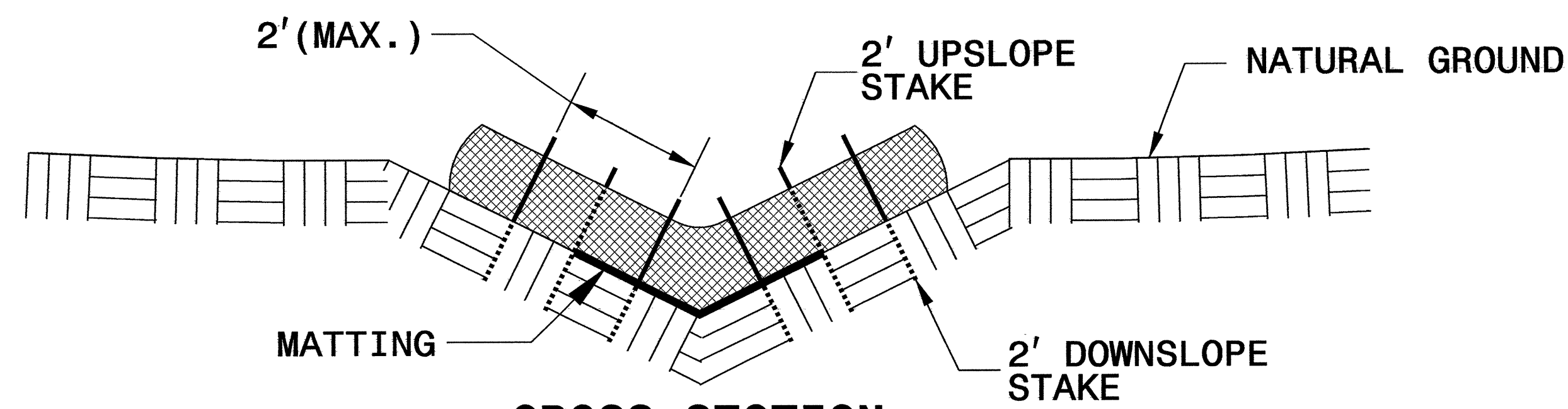
ELEVATION

PROJECT REFERENCE NO. R-2911B	SHEET NO. EC-2E
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

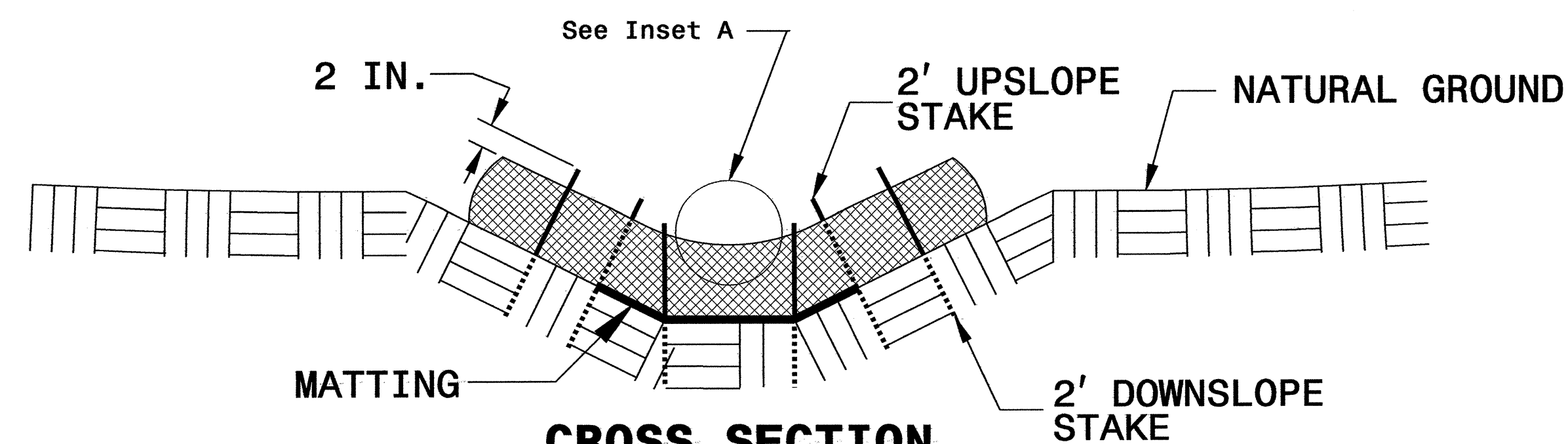
# WATTLE WITH POLYACRYLAMIDE DETAIL



**ISOMETRIC VIEW**



**CROSS SECTION VEE DITCH**



**CROSS SECTION TRAPEZOIDAL DITCH**

**NOTES:**

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

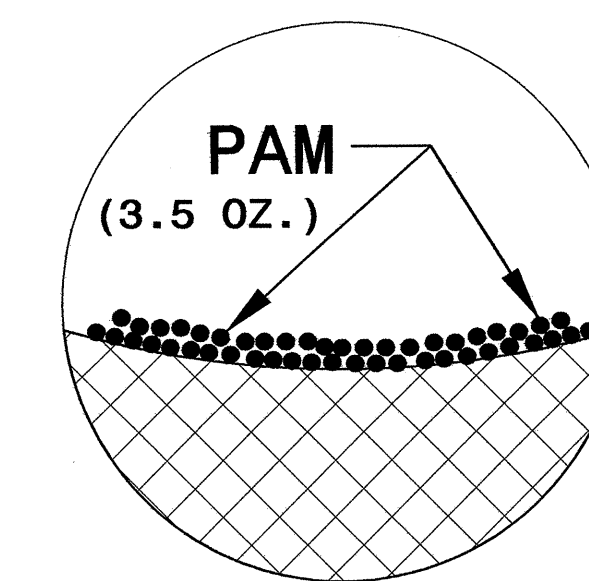
USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. CROSS SECTION.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

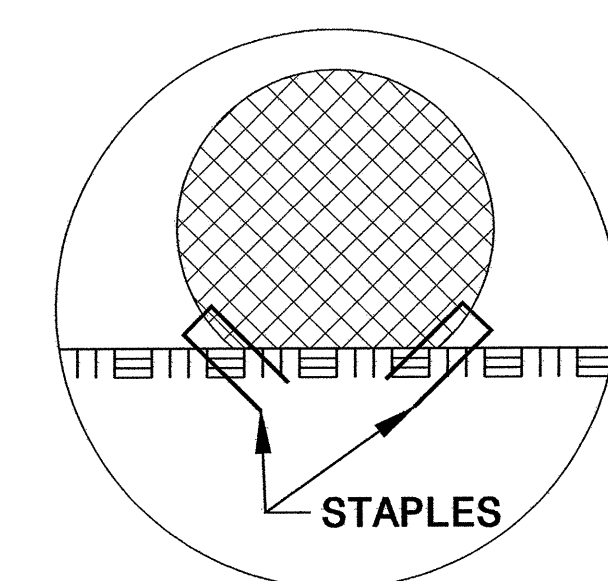
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

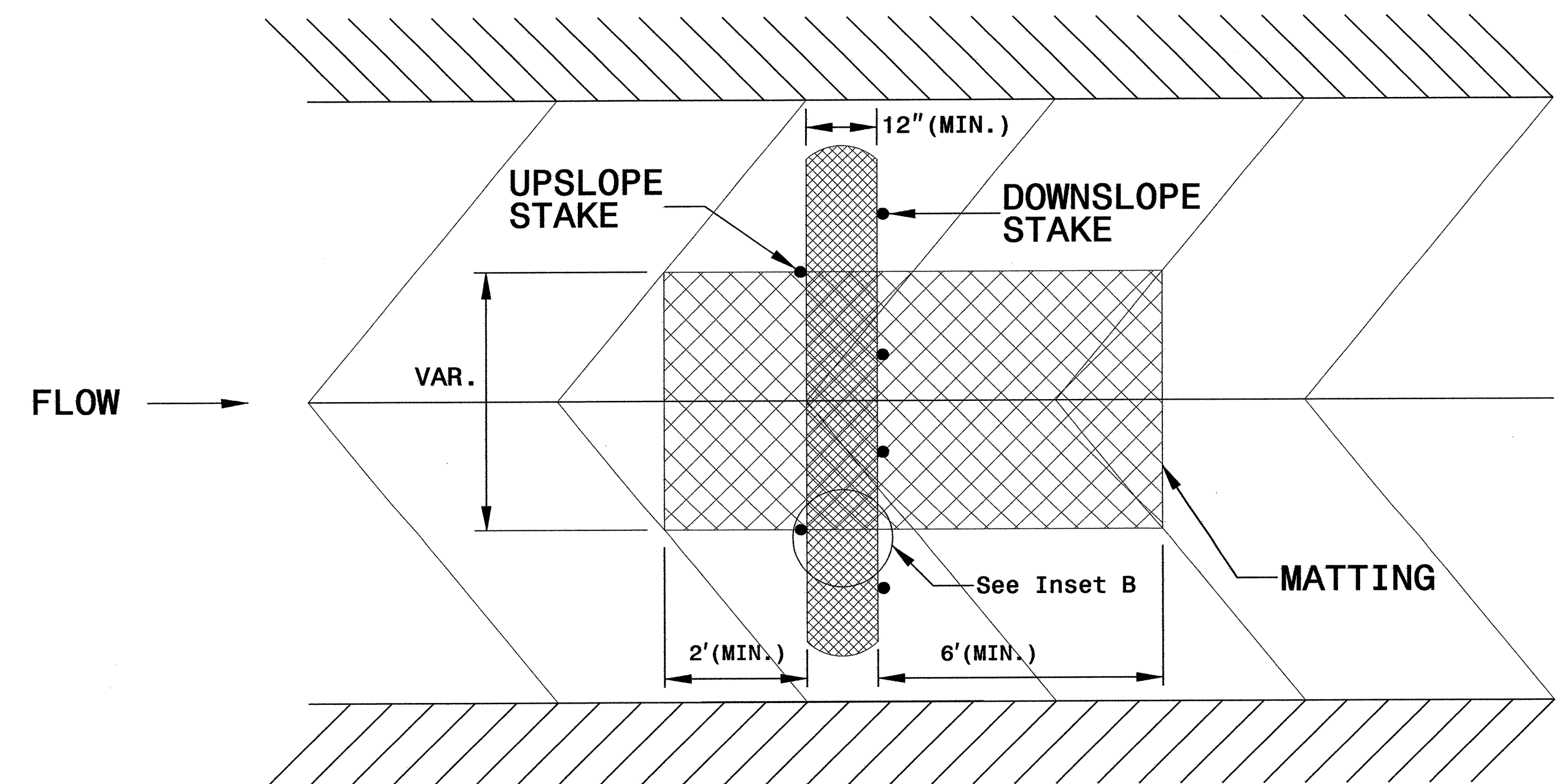
APPLY 3.5 OUNCES OF ANIONIC OR NEUTRALLY CHARGED POLYACRYLAMIDE (PAM) OVER WATTLE WHERE WATER WILL FLOW.



**INSET A**



**INSET B**



**TOP VIEW**



DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO. <i>R-2911B</i>	SHEET NO. <i>EC-3</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

**SOIL STABILIZATION SUMMARY SHEET**

**MATTING FOR EROSION CONTROL**

**PERMANENT SOIL REINFORCEMENT MAT**

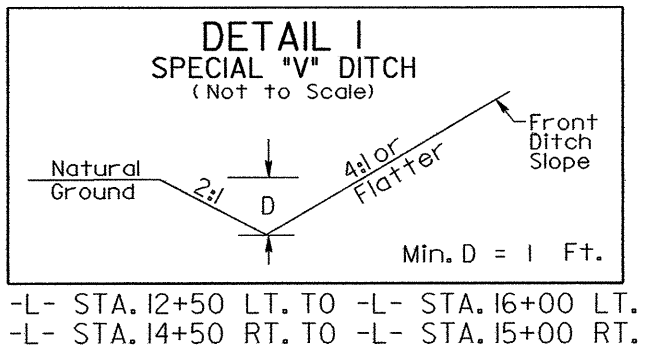
CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
5	-L-	23+50	24+83	RT	125
5	-L-	26+50	32+50	RT	615
6	-L-	33+50	38+50	RT	1340
6	-L-	32+50	45+00	LT	3075
6	-L-	40+50	43+00	RT	615
6	-L-	44+35	55+00	RT	2365
7	-L-	50+50	78+45	LT	5480
7	-Y-	10+50	12+00	RT	105
7	-Y-	10+50	12+00	LT	105
8	-L-	60+00	62+00	RT	140
9	-L-	72+00	77+50	RT	755
10	-L-	85+00	87+00	RT	100
10	-L-	88+00	90+50	RT	175
10	-L-	95+50	96+50	RT	50
10	-L-	96+50	97+50	LT	75
11	-L-	101+50	122+50	LT	3680
11	-L-	101+50	110+00	RT	1910
13	-L-	126+00	138+48	LT	1030
13	-L-	137+88	160+50	RT	2780
13	-L-	139+00	142+00	LT	150
14	-L-	146+00	158+50	LT	1255
14	-Y5-	10+50	14+50	LT	305
15	-L-	165+00	172+00	LT	790
16	-L-	170+00	173+00	RT	590
16	-Y6-	10+50	13+00	RT	175
16	-Y6-	10+50	13+00	LT	175
			SUBTOTAL		27960
	MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER				17885
			TOTAL		45845
			SAY		46000

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
4	-Y1-	11+50	12+50	RT	70
6	-L-	43+00	44+35	RT	125
9	-Y3-	10+50	12+50	RT	140
9	-Y3-	10+50	12+50	LT	140
10	-L-	87+00	88+00	RT	70
10	-L-	96+50	98+65	RT	155
12	-L-	115+50	123+50	RT	1630
14	-L-	142+00	145+00	LT	415
			SUBTOTAL		2745
	ADDITIONAL PSRM TO BE INSTALLED				410
			TOTAL		3155
			SAY		3200

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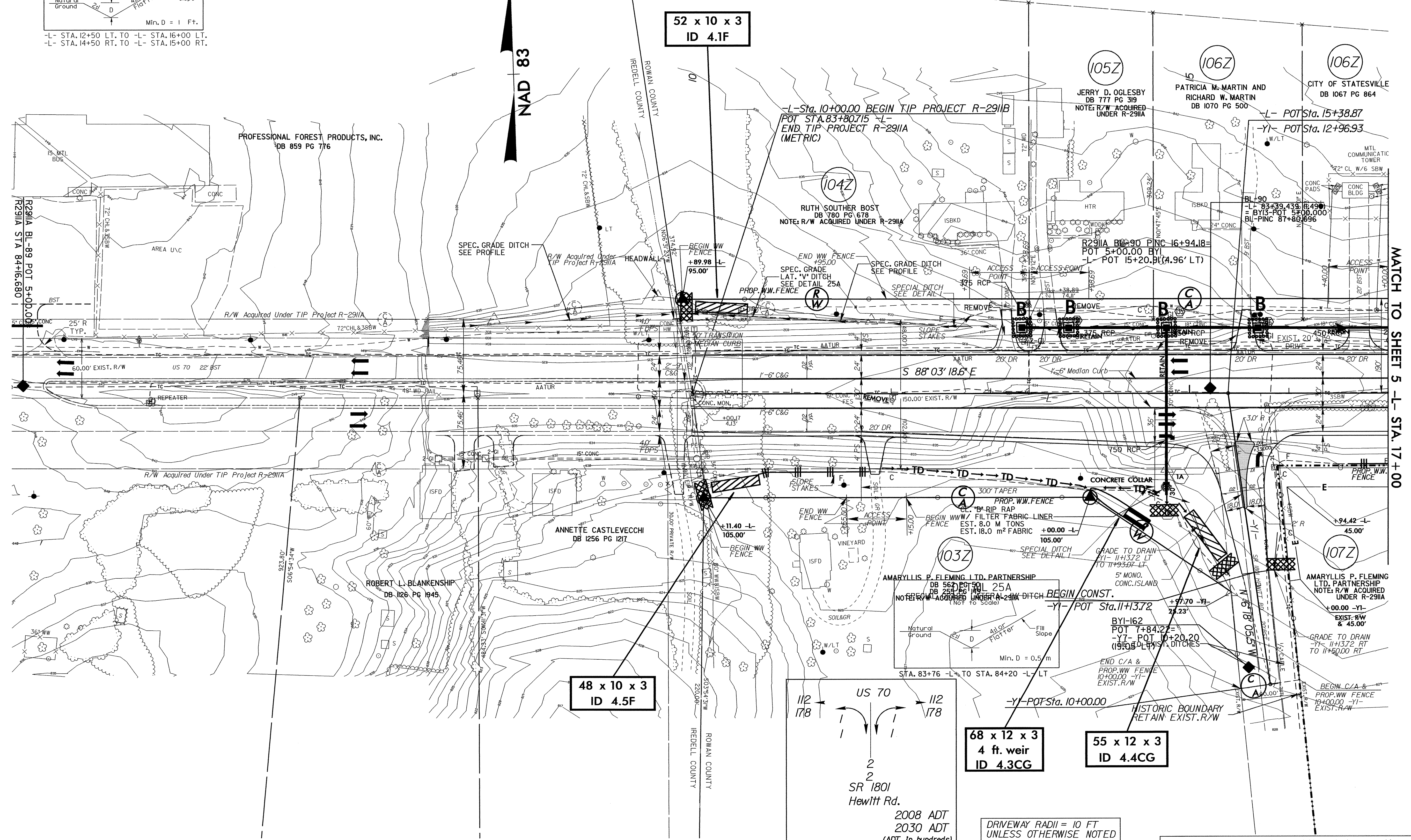
CLEARING AND GRUBBING  
EROSION CONTROL FOR  
CONSTRUCTION SHEET 4

NOTE:  
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B  
AND TEMPORARY ROCK SILT CHECKS TYPE - A AT  
DRAINAGE OUTLETS.



NCGS ELMWOOD  
-L- STA. 10+91.02  
OFF 547.02' LEFT  
BL STA. 12+63.03  
OFF 541.06' LEFT  
ELEV. 845.03'

PROJECT REFERENCE NO. R-2911B		SHEET NO. EC-4/CONST.4	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	



MATCH TO SHEET 5 -L- STA. 17+00

See Sheet 2-D for -YI- Intersection Detail  
See Sheet 18 for -L- Profile  
See Sheet 25 for -YI- Profile

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fennel\pennish AT RENV242003







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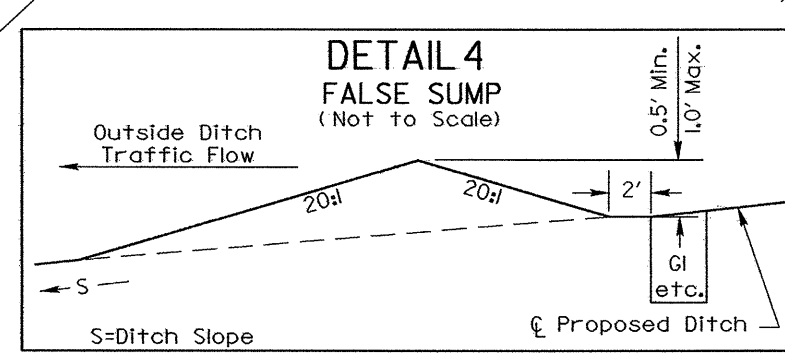
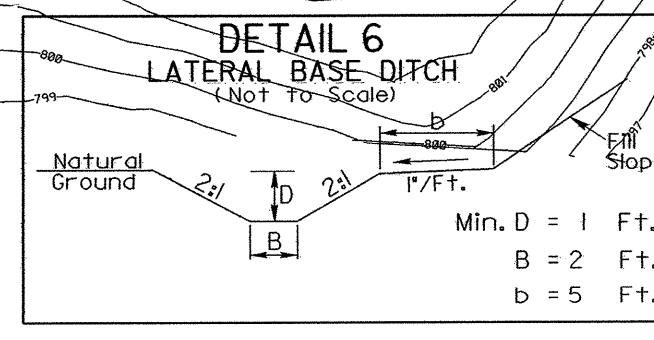
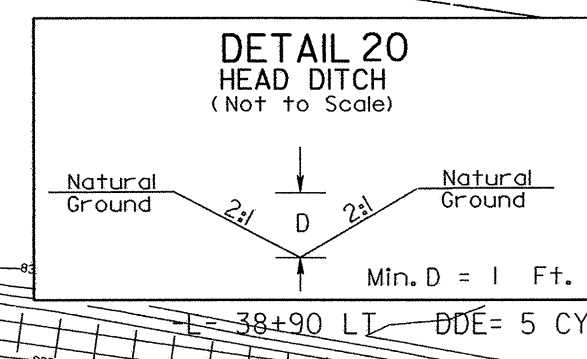
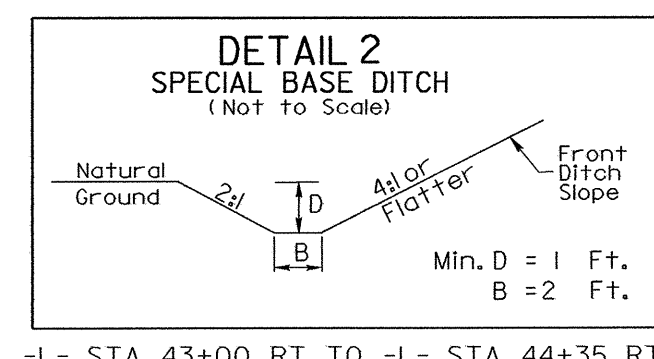
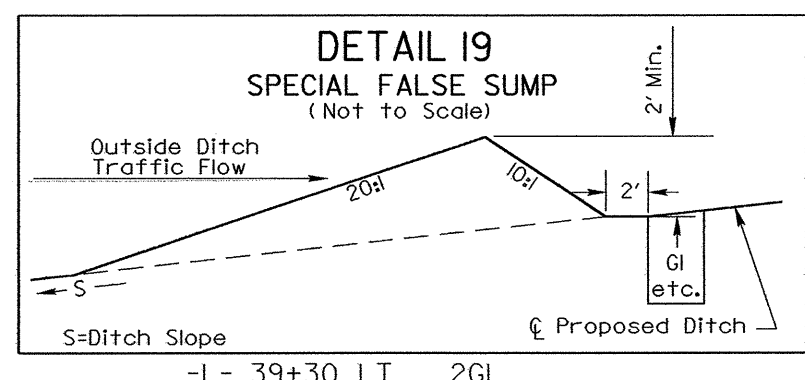
CLEARING AND GRUBBING  
EROSION CONTROL FOR  
CONSTRUCTION SHEET 6

NOTE:

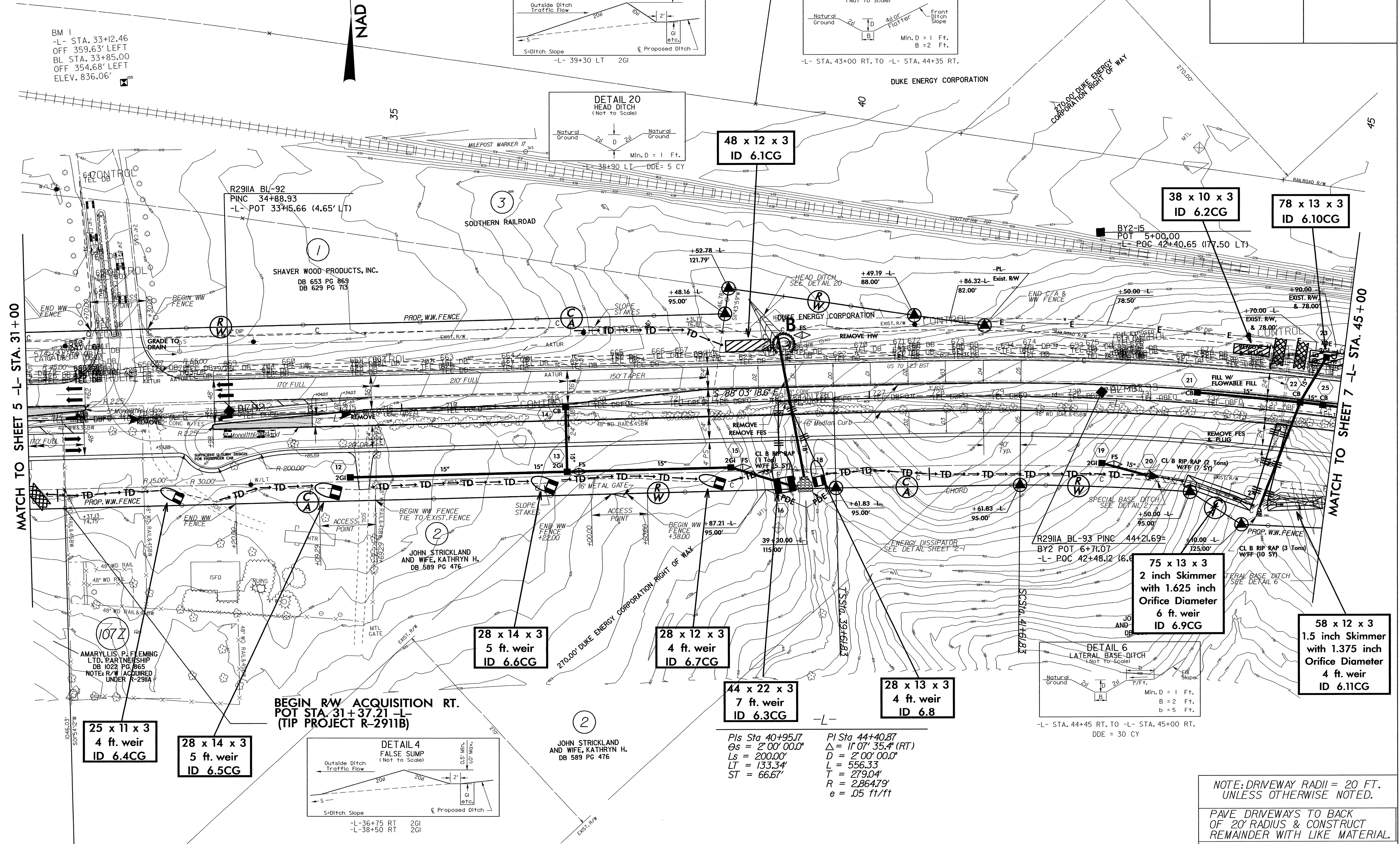
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B  
AND TEMPORARY ROCK SILT CHECKS TYPE - A AT  
DRAINAGE OUTLETS.

BM 1  
-L- STA. 33+12.46  
OFF 359.63' LEFT  
BL STA. 33+85.00  
OFF 354.68' LEFT  
ELEV. 836.06'

NAD 83



PROJECT REFERENCE NO. R-2911B	SHEET NO. EC-6/CONST.6
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



MATCH TO SHEET 5 -L- STA. 31+00

MATCH TO SHEET 7 -L- STA. 45+00

25 x 11 x 3  
4 ft. weir  
ID 6.4CG

28 x 14 x 3  
5 ft. weir  
ID 6.5CG

28 x 14 x 3  
5 ft. weir  
ID 6.6CG

28 x 12 x 3  
4 ft. weir  
ID 6.7CG

44 x 22 x 3  
7 ft. weir  
ID 6.3CG

28 x 13 x 3  
4 ft. weir  
ID 6.8

75 x 13 x 3  
2 inch Skimmer  
with 1.625 inch  
Orifice Diameter  
6 ft. weir  
ID 6.9CG

58 x 12 x 3  
1.5 inch Skimmer  
with 1.375 inch  
Orifice Diameter  
4 ft. weir  
ID 6.11CG

48 x 12 x 3  
ID 6.1CG

38 x 10 x 3  
ID 6.2CG

78 x 13 x 3  
ID 6.10CG

Pls Sta 40+95.17  
Δs = 2' 00" 00.0"  
Ls = 200.00'  
LT = 133.34'  
ST = 66.67'

Pls Sta 44+40.87  
Δs = 1' 07" 35.4" (RT)  
D = 2' 00" 00.0"  
L = 556.33'  
T = 279.04°  
R = 2.86479°  
e = .05 ft/ft

NOTE: DRIVEWAY RADIUS = 20 FT.  
UNLESS OTHERWISE NOTED.

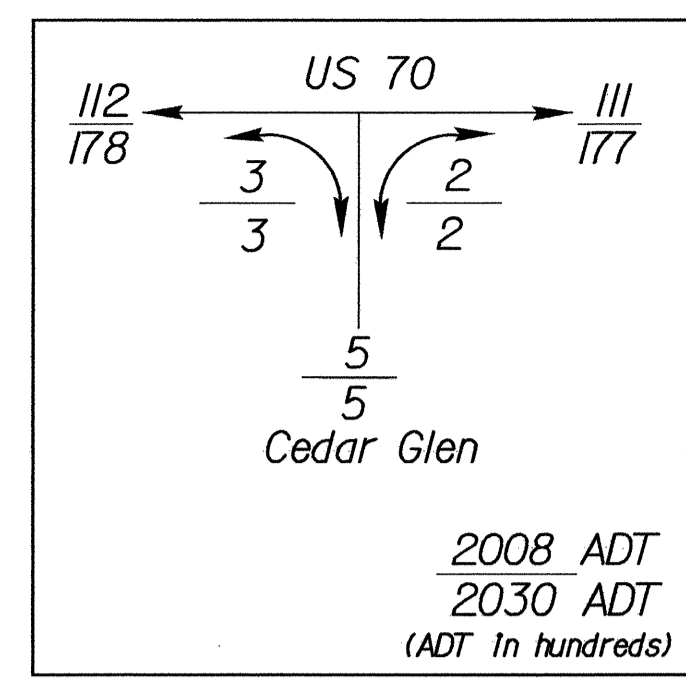
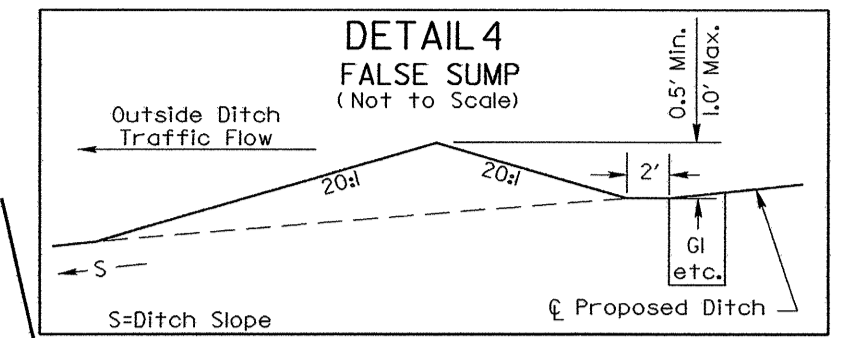
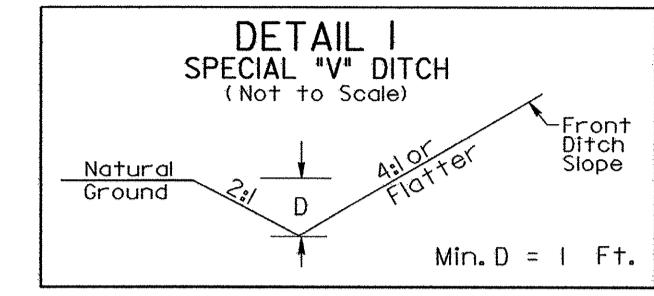
PAVE DRIVEWAYS TO BACK  
OF 20' RADIUS & CONSTRUCT  
REMAINDER WITH LIKE MATERIAL.

See Sheet 19 for -L- Profile



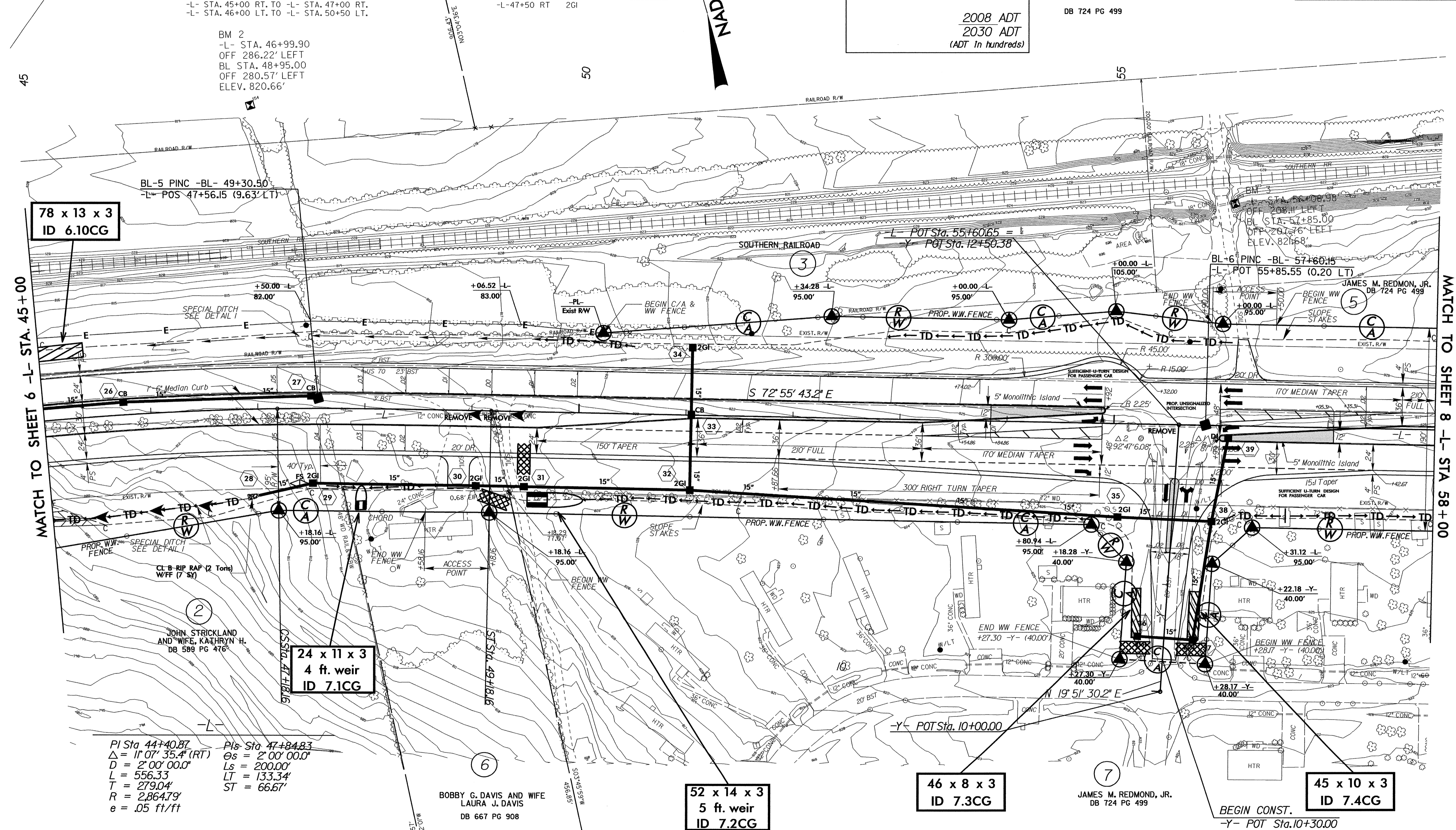
NOTE: PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 7



JAMES M. REDMON, JR. DB 724 PG 499

PROJECT REFERENCE NO.		SHEET NO.	
R-2911B		EC-7/CONST.7	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	



PI Sta. 44+40.87  
 $\Delta = 11^\circ 07' 35.4''$  (RT)  
 $D = 2' 00'' 00.0''$   
 $L = 556.33'$   
 $T = 279.04'$   
 $R = 2,864.79'$   
 $e = .05$  ft/ft

Pts Sta. 47+84.83  
 $G_s = 2' 00'' 00.0''$   
 $L_s = 200.00'$   
 $LT = 133.34'$   
 $ST = 66.67'$

BOBBY G. DAVIS AND WIFE LAURA J. DAVIS DB 667 PG 908

JAMES M. REDMON, JR. DB 724 PG 499

45 x 10 x 3 ID 7.4CG

BEGIN CONST. -Y- POT Sta. 10+30.00

NOTE: DRIVEWAY RADII = 10 FT. UNLESS OTHERWISE NOTED.

See Sheet 2-D for -Y- Intersection Detail  
See Sheet 19 for -L- Profile  
See Sheet 25 for -Y- Profile



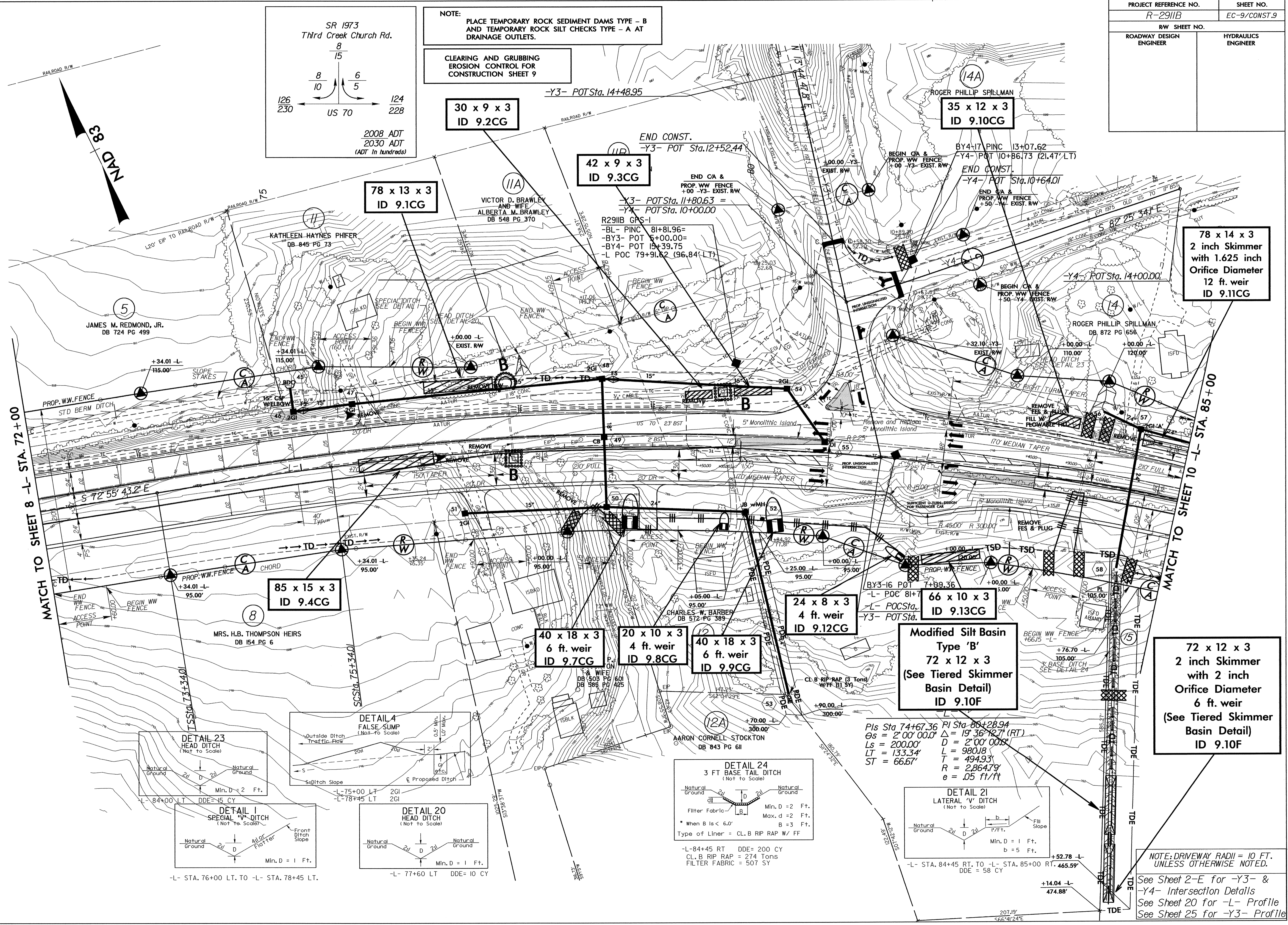
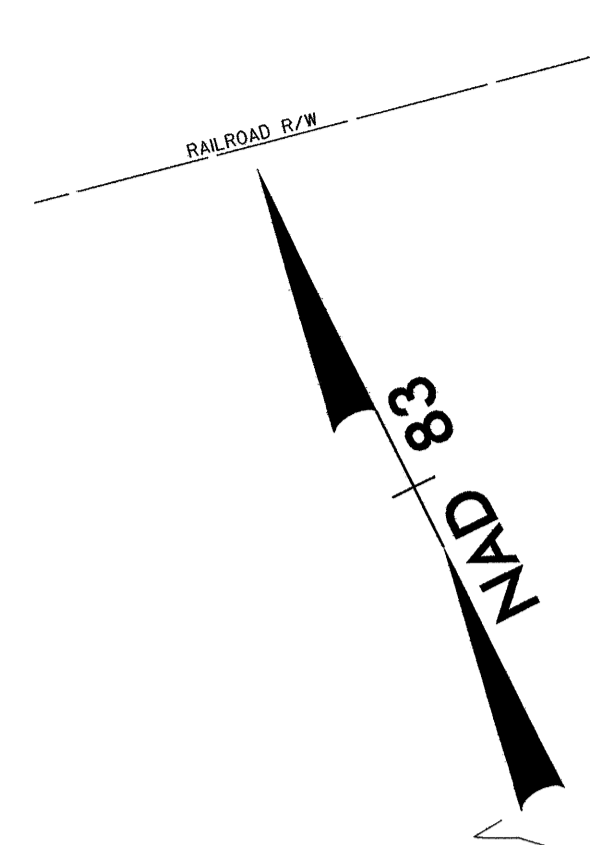
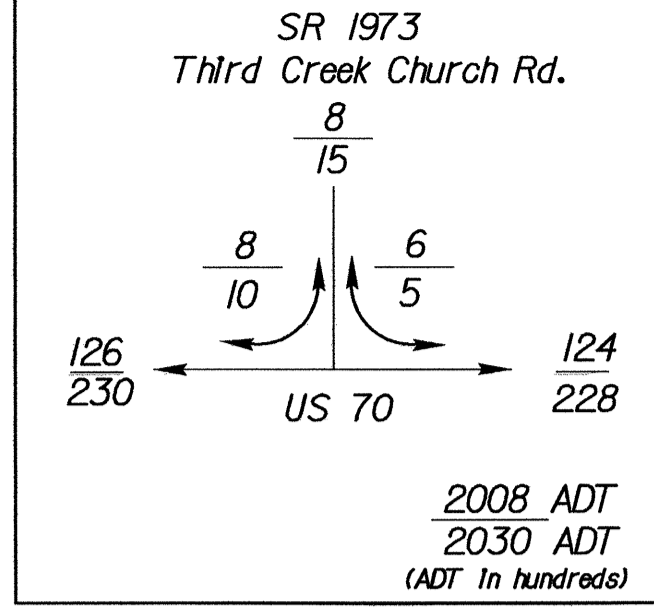




PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-9/CONST.9
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NOTE: PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 9



30 x 9 x 3  
ID 9.2CG

35 x 12 x 3  
ID 9.10CG

78 x 13 x 3  
ID 9.1CG

42 x 9 x 3  
ID 9.3CG

78 x 14 x 3  
2 inch Skimmer  
with 1.625 inch  
Orifice Diameter  
12 ft. weir  
ID 9.11CG

85 x 15 x 3  
ID 9.4CG

24 x 8 x 3  
4 ft. weir  
ID 9.12CG

66 x 10 x 3  
ID 9.13CG

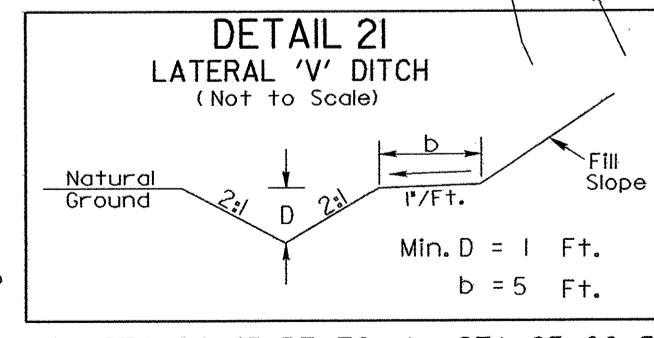
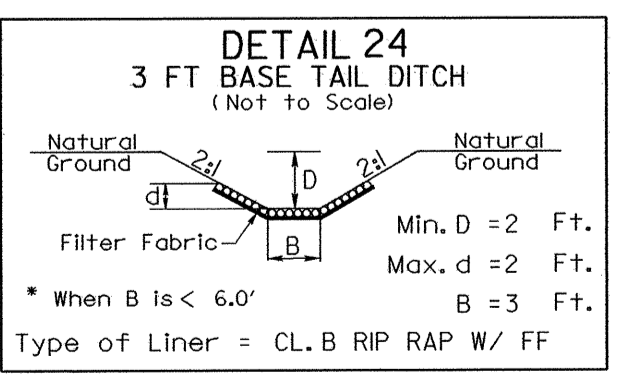
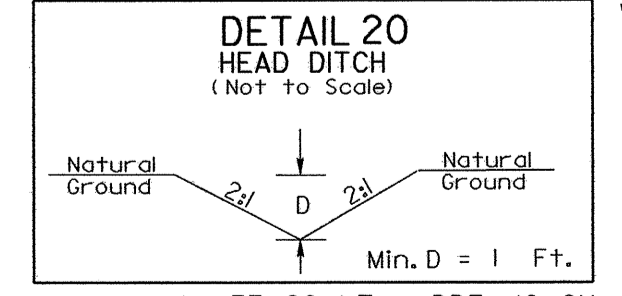
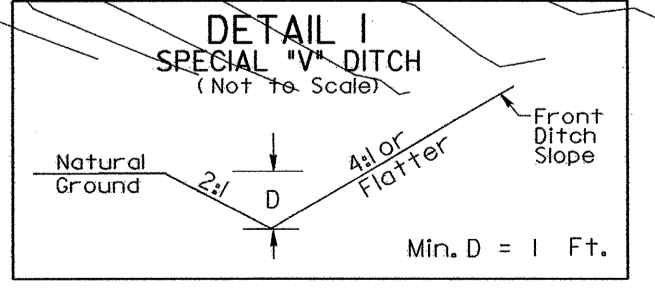
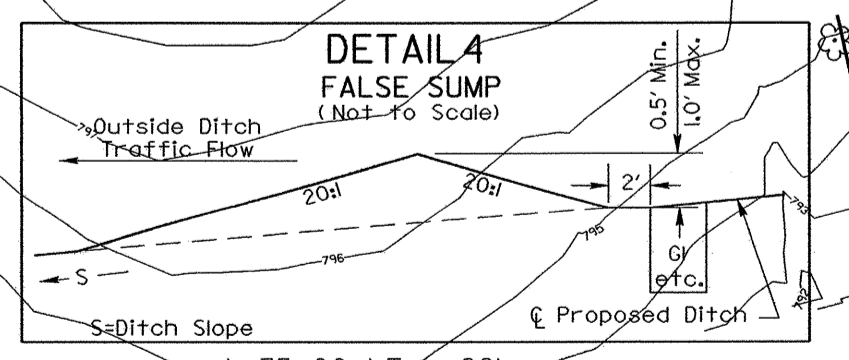
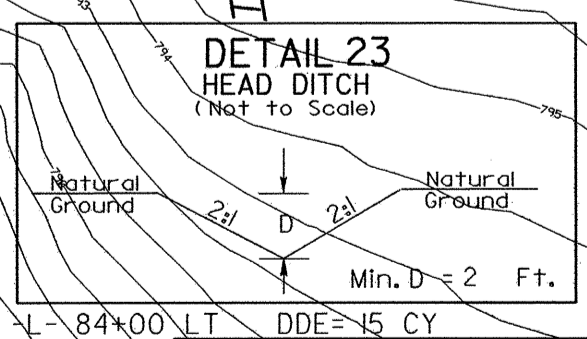
40 x 18 x 3  
6 ft. weir  
ID 9.7CG

20 x 10 x 3  
4 ft. weir  
ID 9.8CG

40 x 18 x 3  
6 ft. weir  
ID 9.9CG

Modified Silt Basin  
Type 'B'  
72 x 12 x 3  
(See Tiered Skimmer  
Basin Detail)  
ID 9.10F

72 x 12 x 3  
2 inch Skimmer  
with 2 inch  
Orifice Diameter  
6 ft. weir  
(See Tiered Skimmer  
Basin Detail)  
ID 9.10F



PIs Sta 74+67.36 PI Sta 80+28.94  
Os = 2'00'00.0" Δ = 19'36'12.7" (RT)  
Ls = 200.00' D = 2'00'00.0"  
Lt = 133.34' L = 980.8'  
ST = 66.67' T = 494.93'  
R = 2864.79'  
e = .05 ft/ft

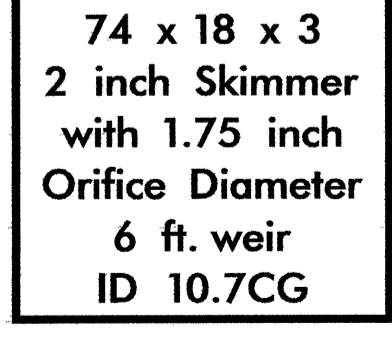
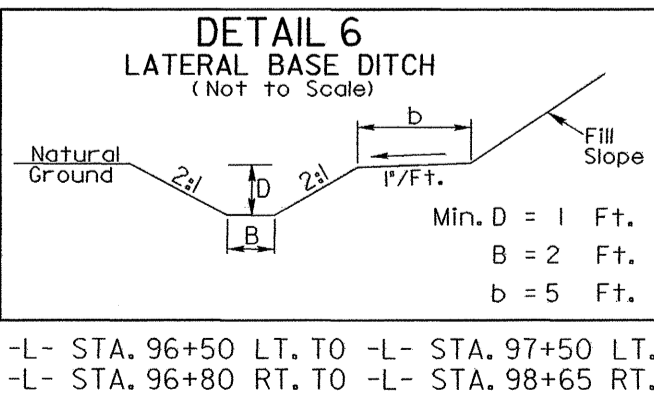
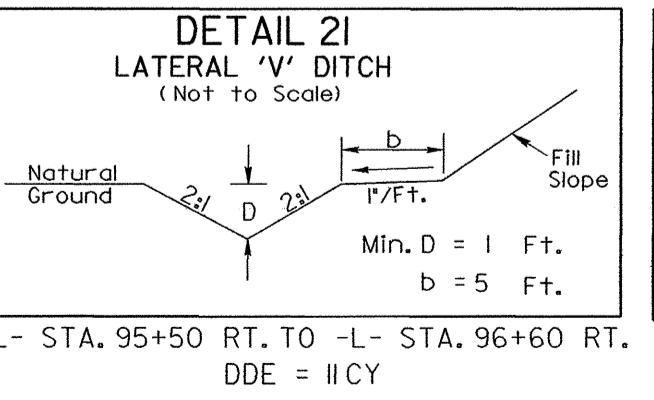
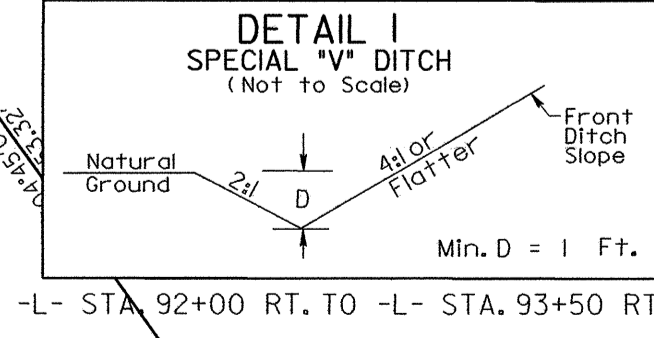
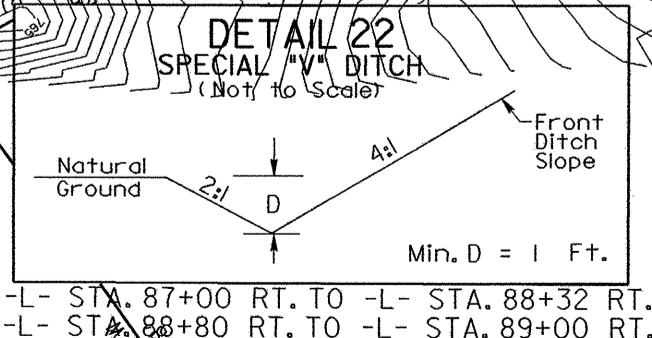
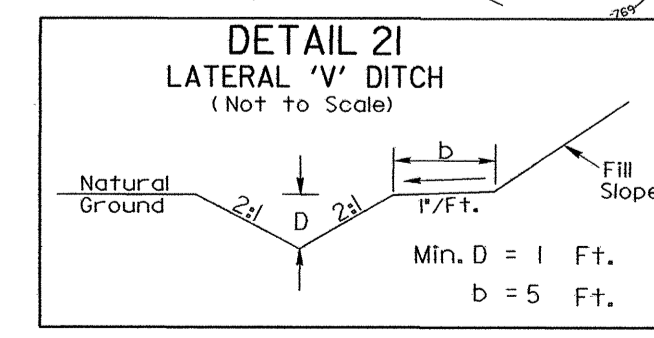
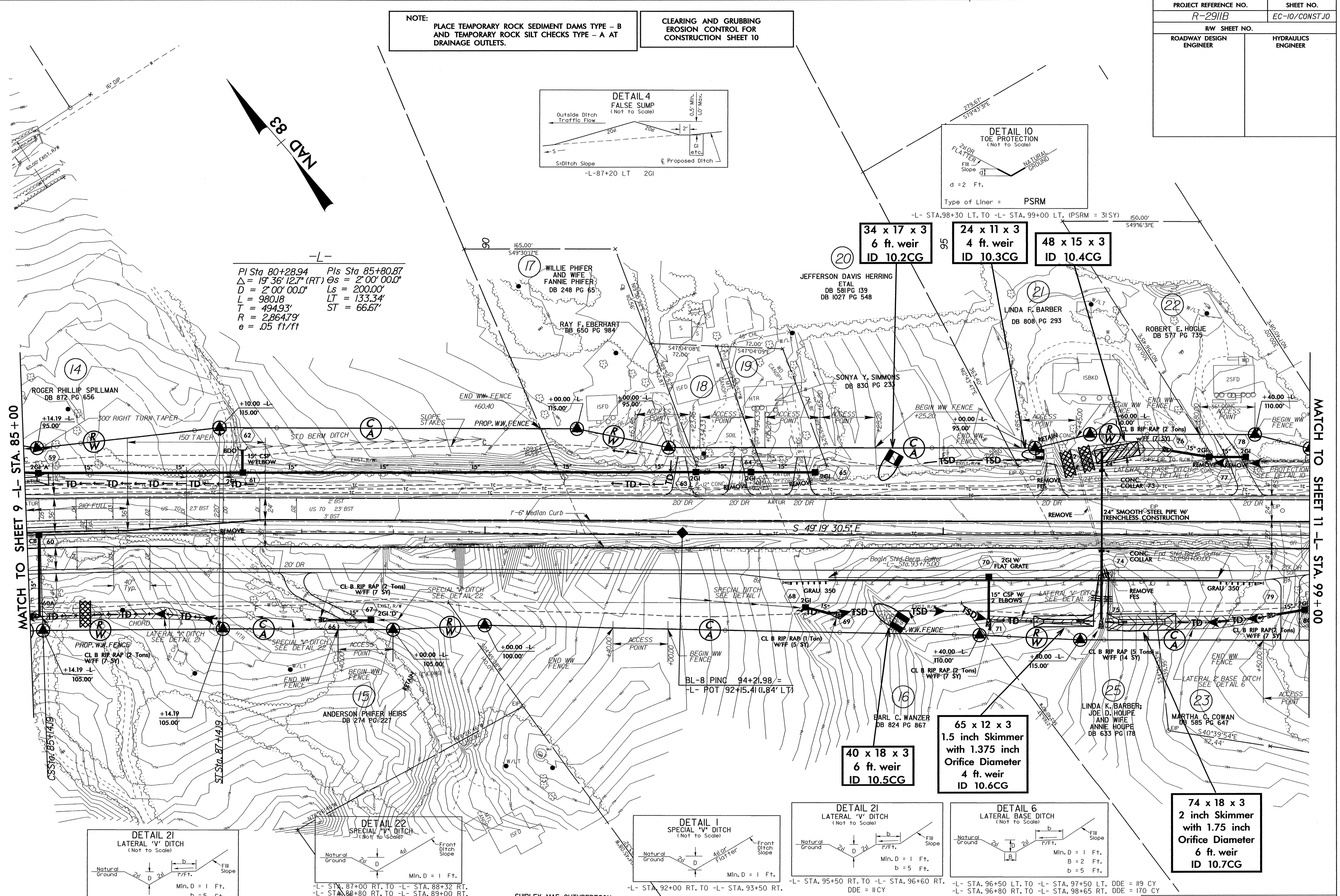
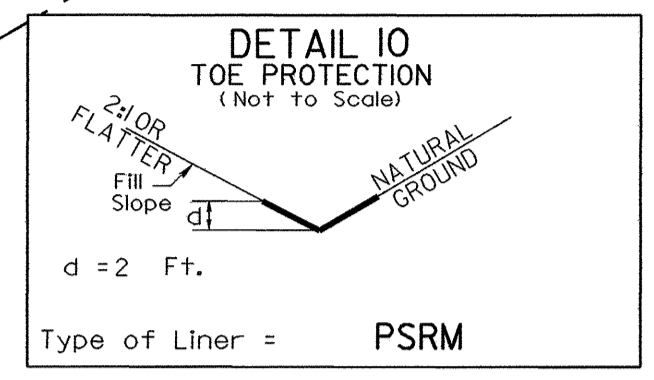
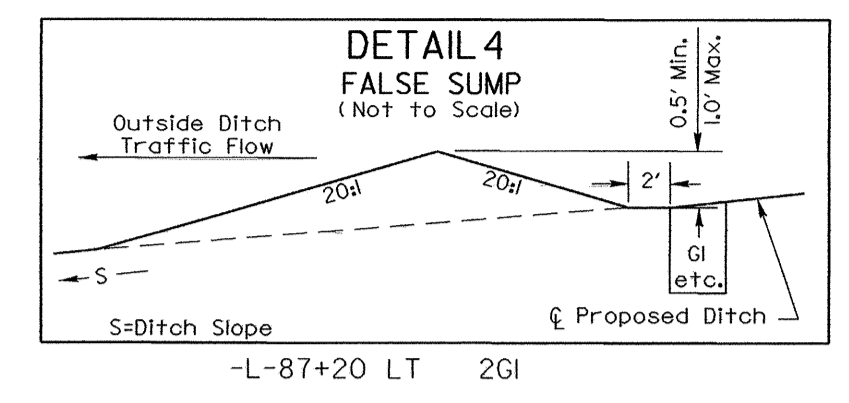
NOTE: DRIVEWAY RADI = 10 FT.  
UNLESS OTHERWISE NOTED.  
See Sheet 2-E for -Y3- &  
-Y4- Intersection Details  
See Sheet 20 for -L- Profile  
See Sheet 25 for -Y3- Profile



PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-10/CONST.10
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	

NOTE: PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 10



-L- STA. 85+00 RT. TO -L- STA. 87+00 RT. DDE = 78 CY

-L- STA. 87+00 RT. TO -L- STA. 88+32 RT. DDE = 119 CY  
-L- STA. 88+00 RT. TO -L- STA. 89+00 RT. DDE = 170 CY

SHIRLEY MAE CUTHBERTSON DB 589 PG 539

-L- STA. 92+00 RT. TO -L- STA. 93+50 RT. DDE = 119 CY

-L- STA. 95+50 RT. TO -L- STA. 96+60 RT. DDE = 119 CY

-L- STA. 96+50 LT. TO -L- STA. 97+50 LT. DDE = 119 CY  
-L- STA. 96+80 RT. TO -L- STA. 98+65 RT. DDE = 170 CY

NOTE: DRIVEWAY RADII = 20 FT. UNLESS OTHERWISE NOTED.

PAVE DRIVEWAYS TO BACK OF 20' RADIUS & CONSTRUCT REMAINDER WITH LIKE MATERIAL.

See Sheet 21 for -L- Profile

MATCH TO SHEET 9 -L- STA. 85+00

MATCH TO SHEET 11 -L- STA. 99+00

-L-  
PI Sta 80+28.94 Δ = 19° 36' 12.7" (RT) θs = 2° 00' 00.0"  
D = 2° 00' 00.0" Ls = 200.00'  
L = 980.18 LT = 133.34'  
T = 494.93' ST = 66.67'  
R = 2,864.79' e = .05 ft/ft

34 x 17 x 3  
6 ft. weir  
ID 10.2CG

24 x 11 x 3  
4 ft. weir  
ID 10.3CG

48 x 15 x 3  
ID 10.4CG

40 x 18 x 3  
6 ft. weir  
ID 10.5CG

65 x 12 x 3  
1.5 inch Skimmer  
with 1.375 inch  
Orifice Diameter  
4 ft. weir  
ID 10.6CG

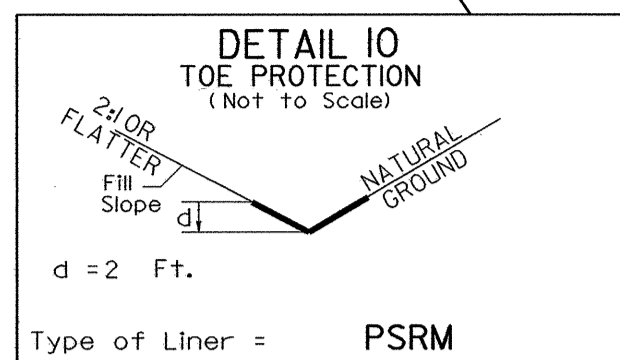
74 x 18 x 3  
2 inch Skimmer  
with 1.75 inch  
Orifice Diameter  
6 ft. weir  
ID 10.7CG



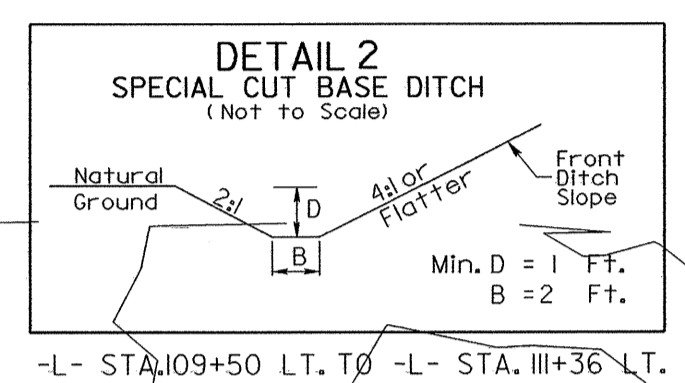
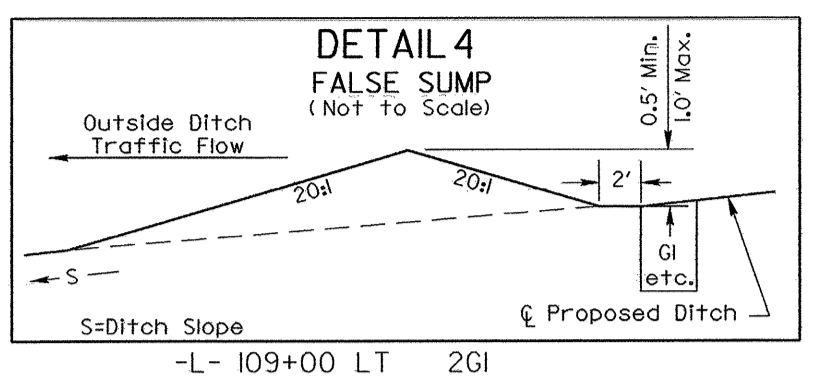
PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-11/CONST-11
R/W SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	

CLEARING AND GRUBBING  
EROSION CONTROL FOR  
CONSTRUCTION SHEET 11

NOTE:  
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B  
AND TEMPORARY ROCK SILT CHECKS TYPE - A AT  
DRAINAGE OUTLETS.

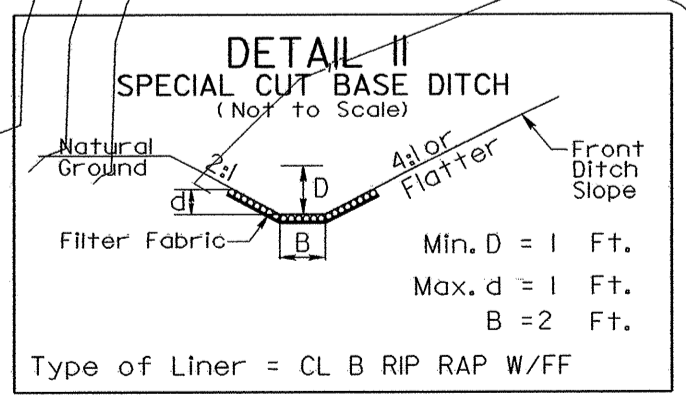


-L- STA.98+30 LT. TO -L- STA.100+25 LT. (PSRM = 87 SY)  
-L- STA.99+00 RT. TO -L- STA.100+75 RT. (PSRM = 78 SY)



81 x 20 x 3  
ID 11.2CG

102 x 17 x 3  
2 inch Skimmer  
with 2 inch  
Orifice Diameter  
10 ft. weir  
ID 11.3F



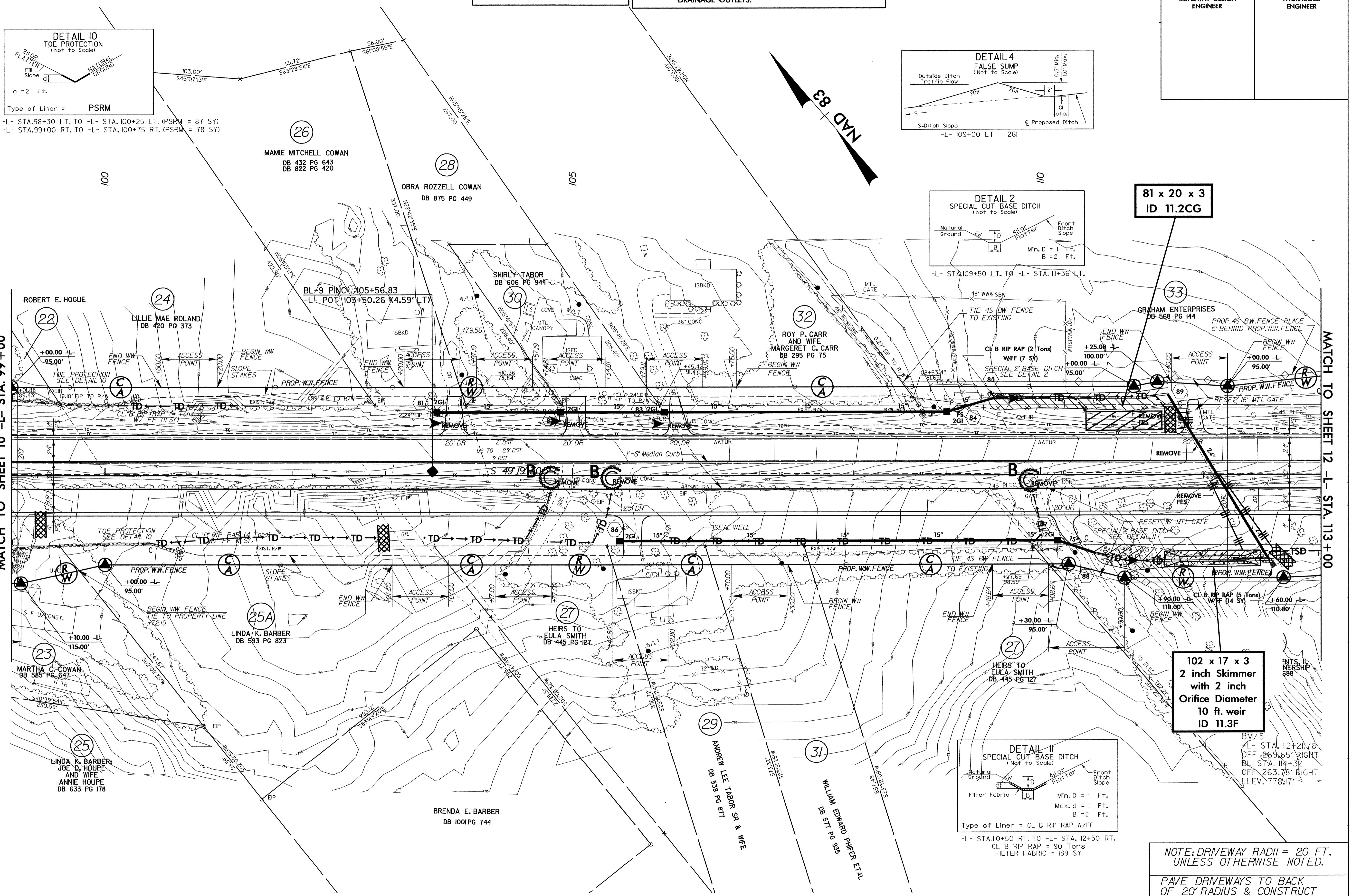
NOTE: DRIVEWAY RADII = 20 FT.  
UNLESS OTHERWISE NOTED.

PAVE DRIVEWAYS TO BACK  
OF 20' RADIUS & CONSTRUCT  
REMAINDER WITH LIKE MATERIAL.

See Sheet 21 for -L- Profile

MATCH TO SHEET 10 -L- STA. 99 + 00

MATCH TO SHEET 12 -L- STA. 113 + 00

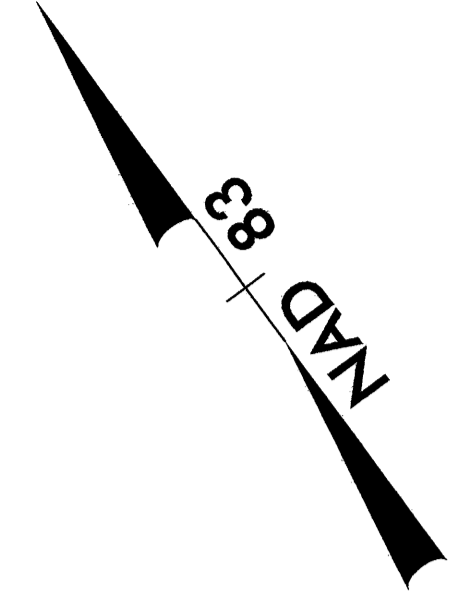
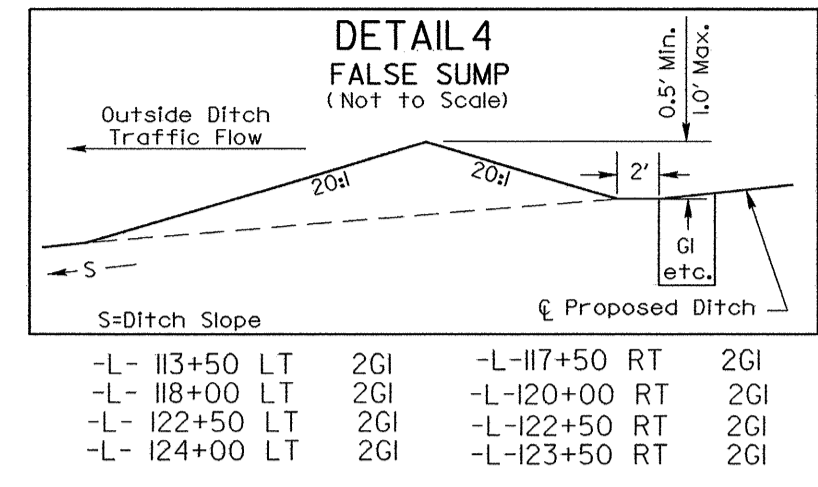




NOTE:  
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B  
AND TEMPORARY ROCK SILT CHECKS TYPE - A AT  
DRAINAGE OUTLETS.

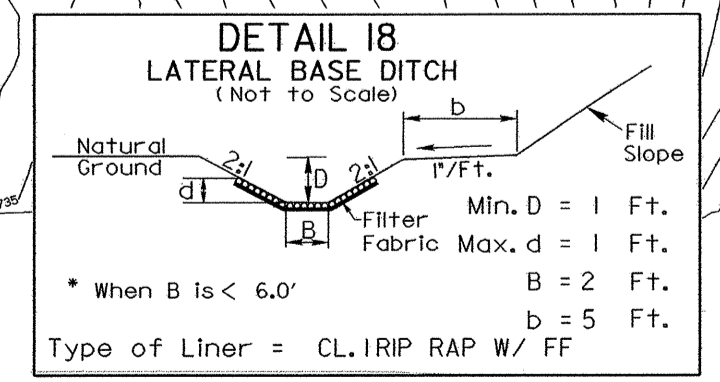
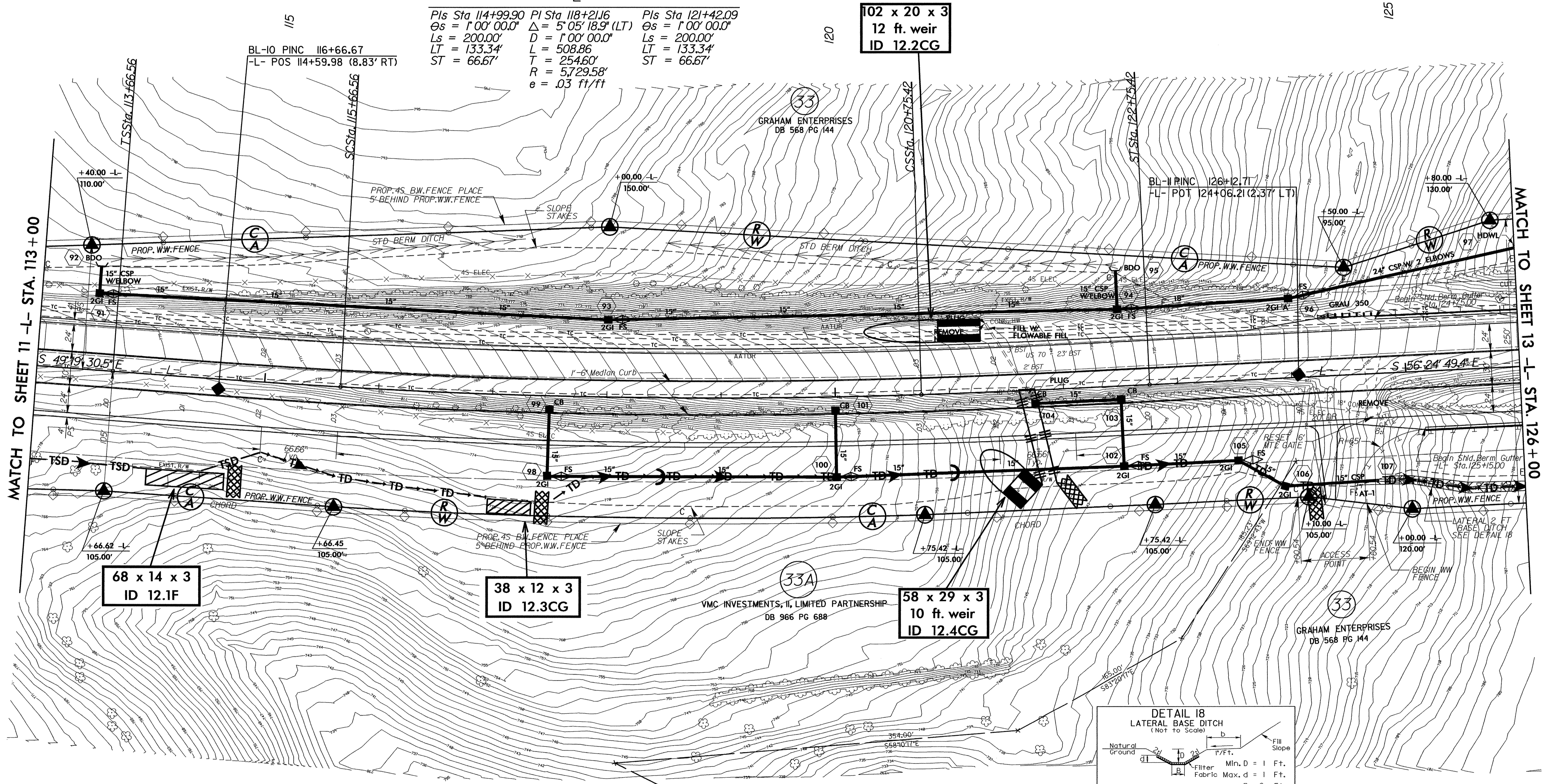
CLEARING AND GRUBBING  
EROSION CONTROL FOR  
CONSTRUCTION SHEET 12

PROJECT REFERENCE NO. R-2911B		SHEET NO. EC-12/CONST.12	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	



-L-

Pls Sta 114+99.90	PI Sta 118+21.6	Pls Sta 121+42.09
$\Theta_s = 1'00'00.0''$	$\Delta = 5'05'18.9''$ (LT)	$\Theta_s = 1'00'00.0''$
$L_s = 200.00'$	$D = 1'00'00.0''$	$L_s = 200.00'$
$LT = 133.34'$	$L = 508.86'$	$LT = 133.34'$
$ST = 66.67'$	$R = 254.60'$	$ST = 66.67'$
	$R = 5,729.58'$	
	$e = .03$ ft/ft	



-L- 124+70 RT TO 126+00 RT  
CL. 4" IRIP RAP = 116 Tons/ DDE = 41CY  
FILTER FABRIC = 94 SY

NOTE: DRIVEWAY RADII = 20 FT.  
UNLESS OTHERWISE NOTED.

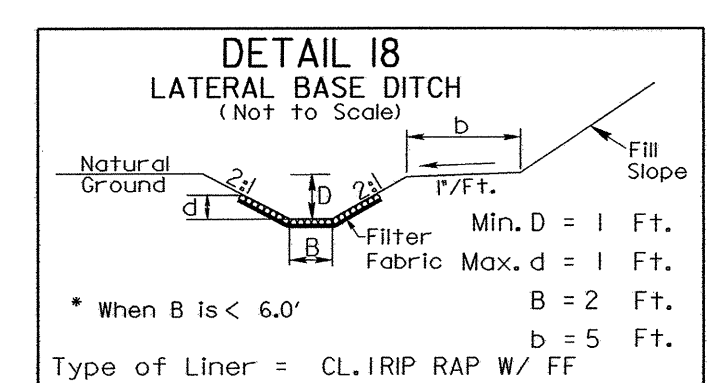
PAVE DRIVEWAYS TO BACK  
OF 20' RADIUS & CONSTRUCT  
REMAINDER WITH LIKE MATERIAL.

See Sheet 22 for -L- Profile

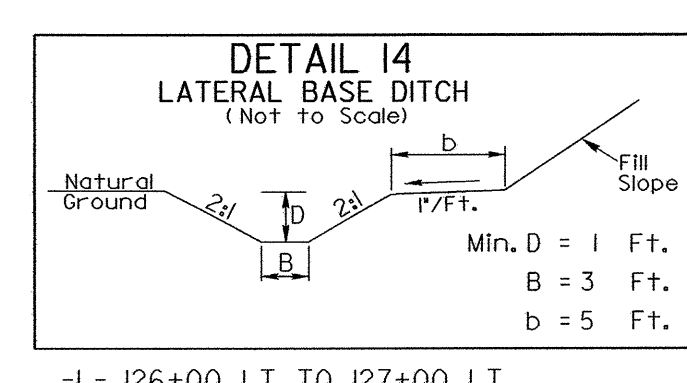


8/17/99

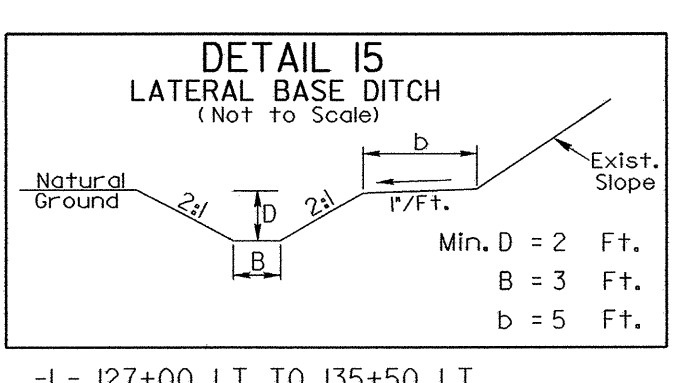
PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-13/CONST.13
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	



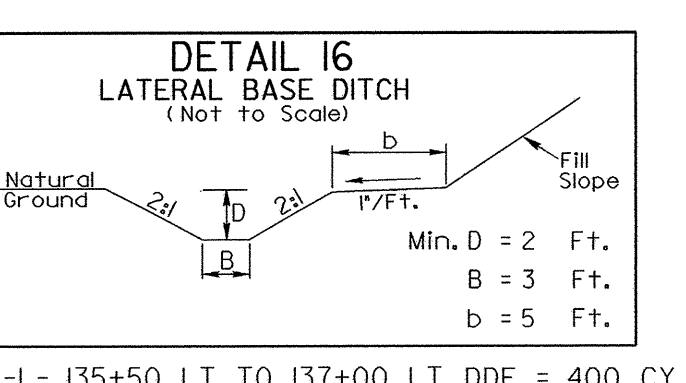
-L- 126+00 RT TO 127+00 RT  
CL. "I" RIP RAP = (89 Tons) DDE = 30 CY  
FILTER FABRIC = 72 SY



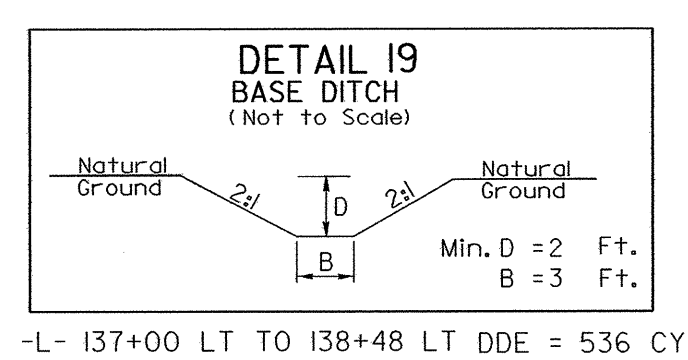
-L- 126+00 LT TO 127+00 LT  
DDE = 117 CY



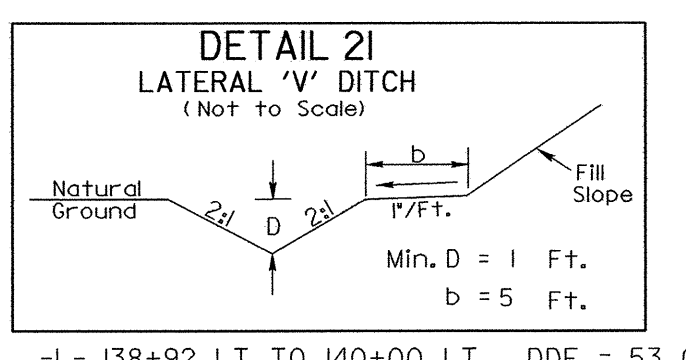
-L- 127+00 LT TO 135+50 LT  
DDE = 1452 CY



-L- 135+50 LT TO 137+00 LT DDE = 400 CY  
-L- 127+00 RT TO 136+50 RT DDE = 1170 CY



-L- 137+00 LT TO 138+48 LT DDE = 536 CY  
-L- 136+50 RT TO 137+25 RT DDE = 350 CY



-L- 138+92 LT TO 140+00 LT DDE = 53 CY

NOTE: UTILIZE SPECIAL STILLING BASIN AS STILLING BASIN WHERE APPLICABLE.

NOTE: PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 13

105 x 20 x 3  
2.5 inch Skimmer  
with 2.25 inch  
Orifice Diameter  
7 ft. weir  
ID 13.1CG

62 x 12 x 3  
2 inch Skimmer  
with 1.875 inch  
Orifice Diameter  
6 ft. weir  
(See Tiered Skimmer  
Basin Detail)  
ID 13.5CG

Modified Silt Basin  
Type 'B'  
62 x 12 x 3  
(See Tiered Skimmer  
Basin Detail)  
ID 13.5CG

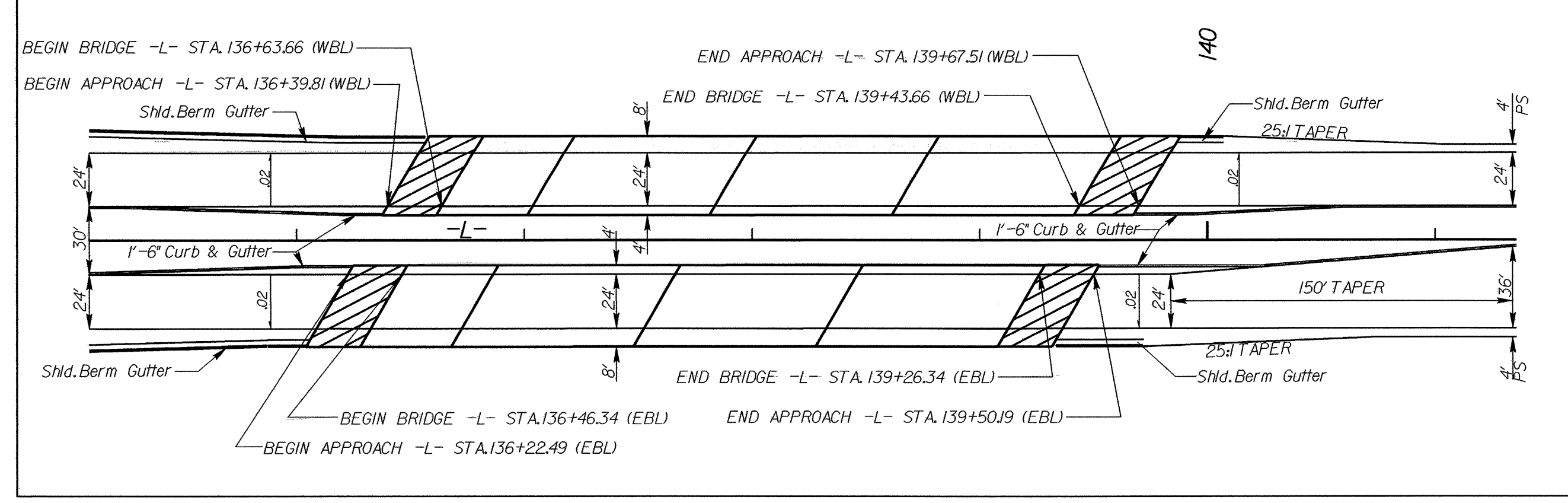
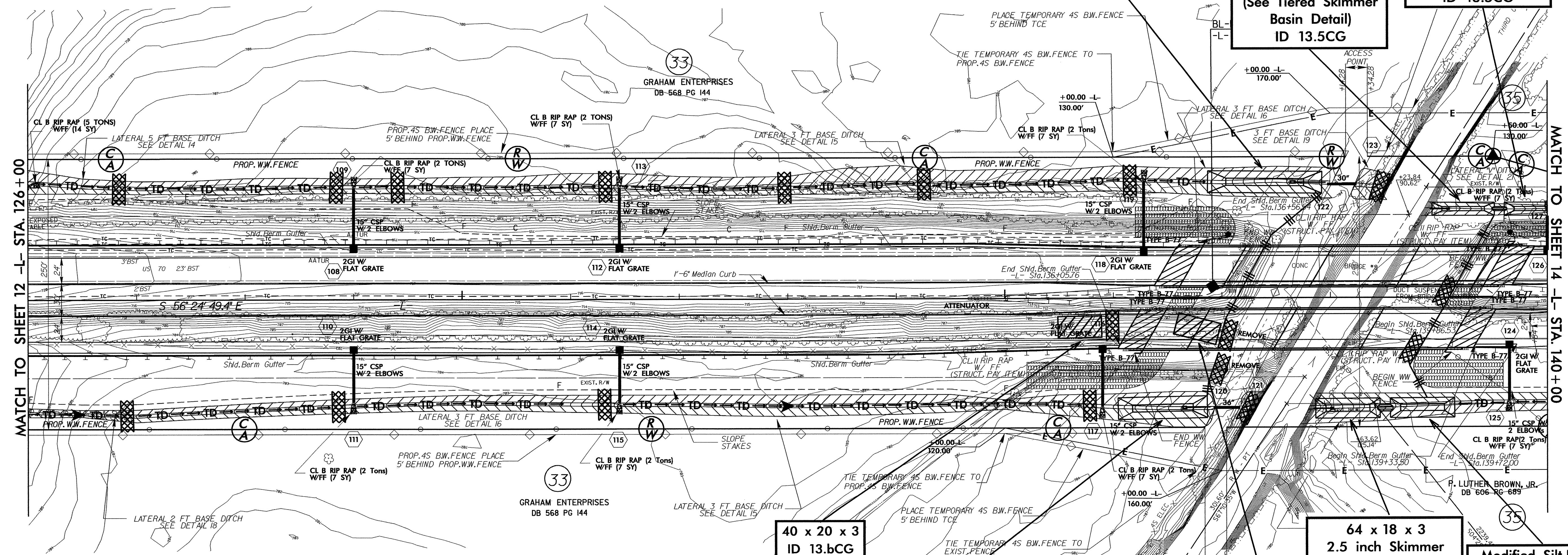
40 x 20 x 3  
ID 13.bCG

82 x 20 x 3  
2 inch Skimmer  
with 2 inch  
Orifice Diameter  
10 ft. weir  
ID 13.1F

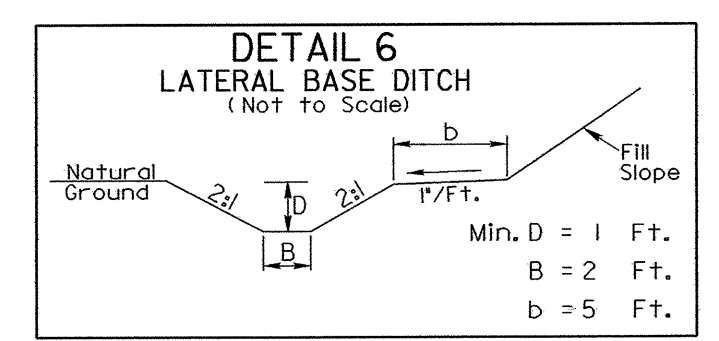
40 x 20 x 3  
ID 13.3aCG

64 x 18 x 3  
2.5 inch Skimmer  
with 2.375 inch  
Orifice Diameter  
14 ft. weir  
(See Tiered Skimmer  
Basin Detail)  
ID 13.3F

Modified Silt Basin  
Type 'B'  
64 x 18 x 3  
(See Tiered Skimmer  
Basin Detail)  
ID 13.3F



RELATIONSHIP OF PAVEMENT TO PROPOSED BRIDGE



-L- 137+88 RT TO 140+00 RT DDE = 467 CY

BRIDGE APPROACH SLAB

NOTE: DRIVEWAY RADII = 20 FT. UNLESS OTHERWISE NOTED.

PAVE DRIVEWAYS TO BACK OF 20' RADIUS & CONSTRUCT REMAINDER WITH LIKE MATERIAL.

See Sheet S-1 Thru S- for Structure Plans  
See Sheet 22 for -L- Profile

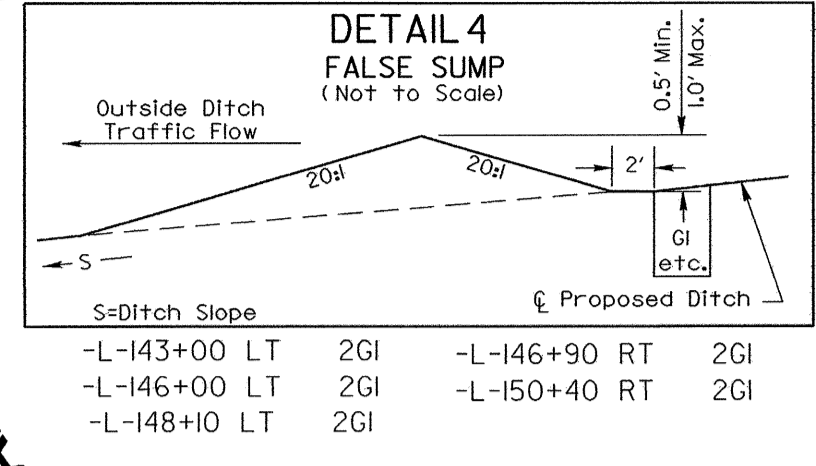
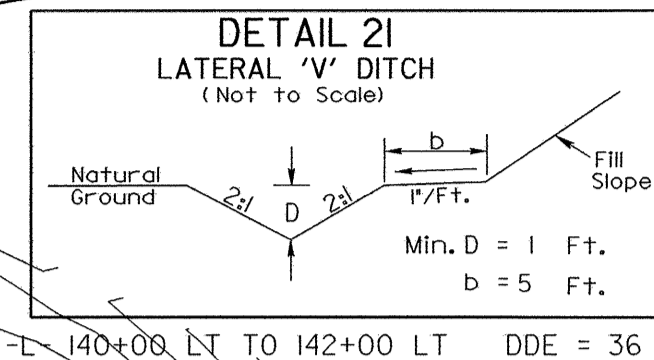
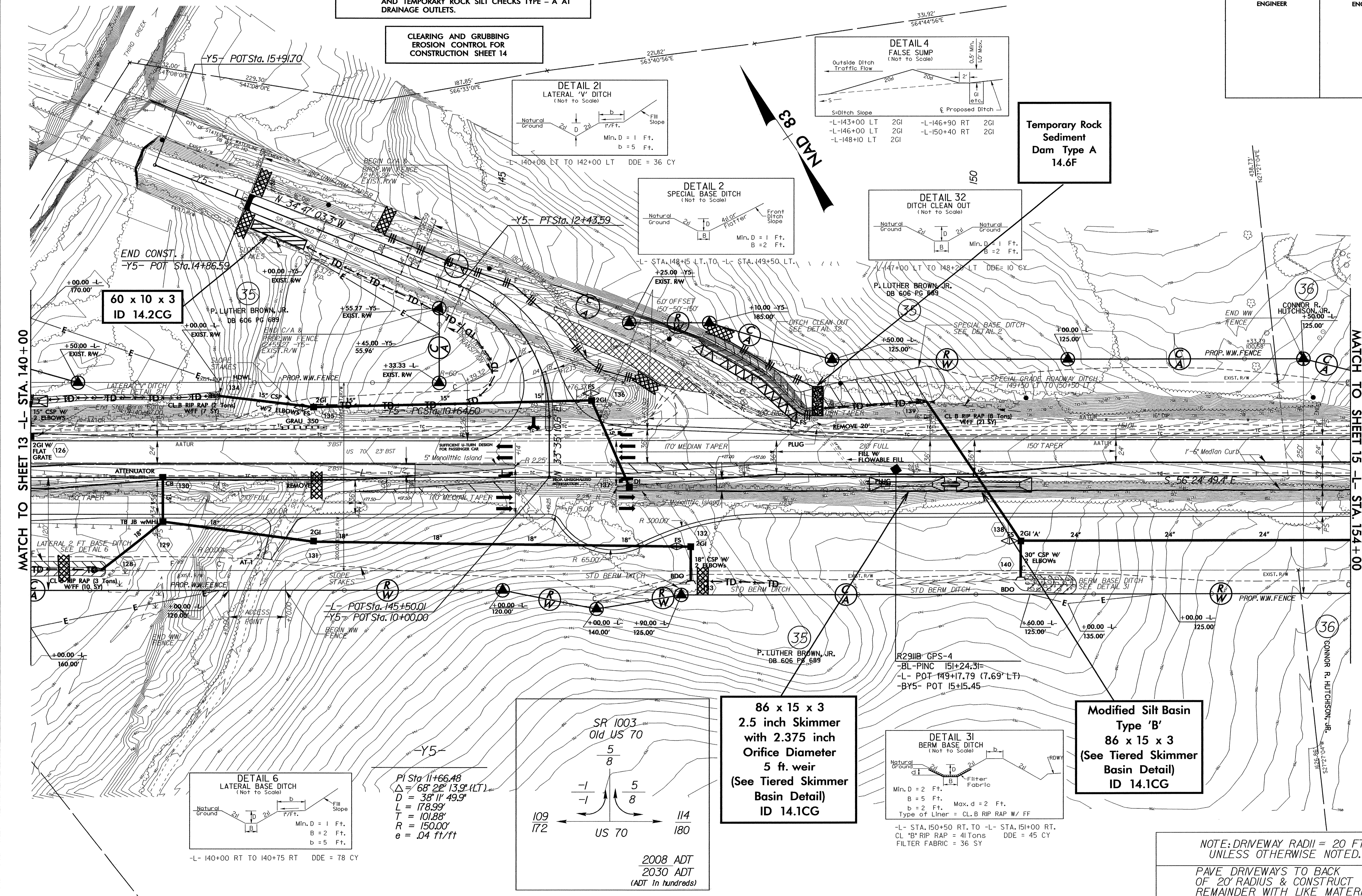
03-JUN-2008 12:30 g:\tpprojects\ar-2911b\env\environmental\design\ar-2911b.ec\_psh\_13.dgn



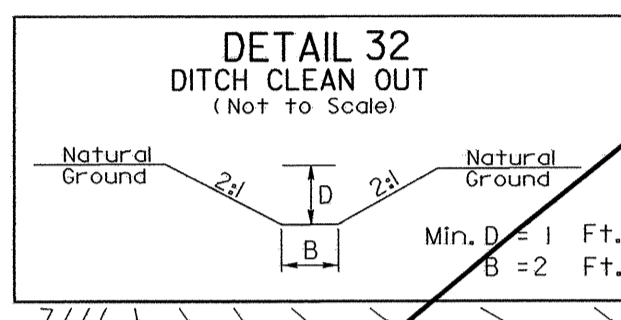
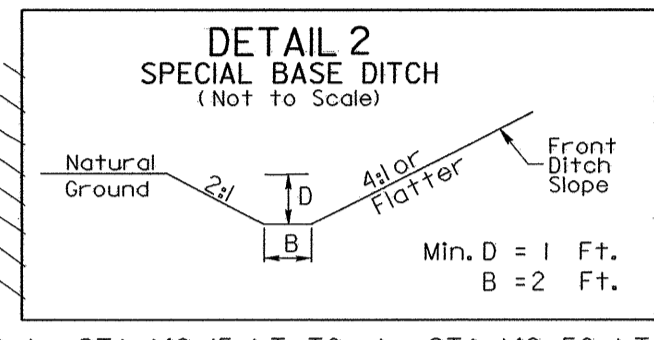
PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-14/CONST 14
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NOTE:  
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 14



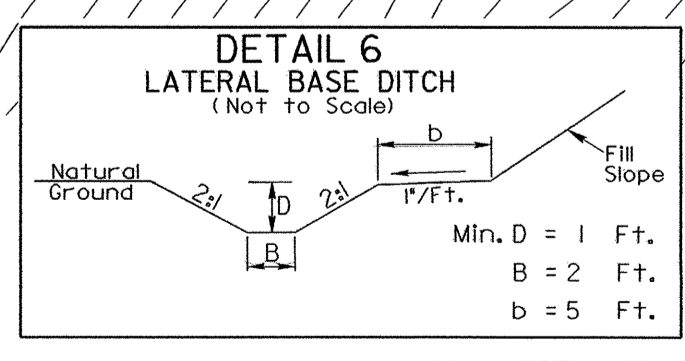
Temporary Rock Sediment Dam Type A 14.6F



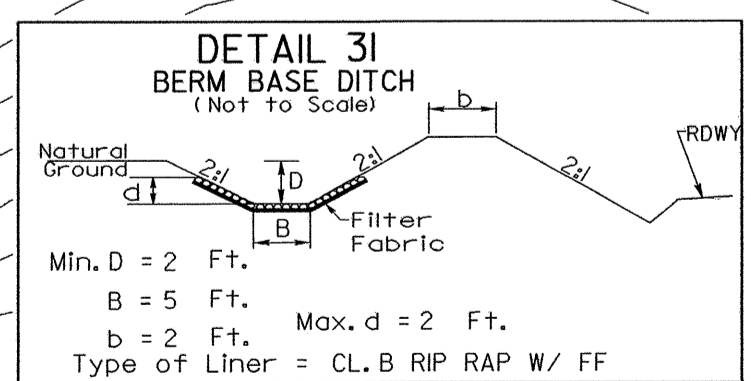
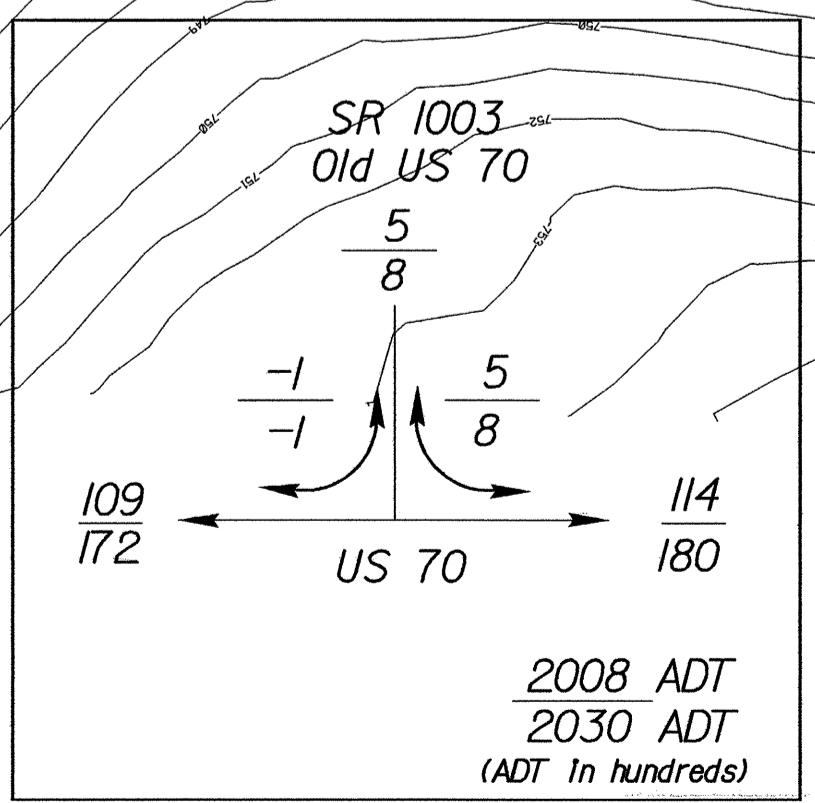
60 x 10 x 3  
ID 14.2CG

86 x 15 x 3  
2.5 inch Skimmer  
with 2.375 inch  
Orifice Diameter  
5 ft. weir  
(See Tiered Skimmer  
Basin Detail)  
ID 14.1CG

Modified Silt Basin  
Type 'B'  
86 x 15 x 3  
(See Tiered Skimmer  
Basin Detail)  
ID 14.1CG



P/ Sta 11+66.48  
Δ = 68' 22" 13.9' (LT)  
D = 38' 11" 49.9'  
L = 178.99'  
T = 101.88'  
R = 150.00'  
e = .04 ft/ft



-L- STA. 150+50 RT. TO -L- STA. 151+00 RT.  
CL "B" RIP RAP = 41 Tons DDE = 45 CY  
FILTER FABRIC = 36 SY

NOTE: DRIVEWAY RADII = 20 FT. UNLESS OTHERWISE NOTED.

PAVE DRIVEWAYS TO BACK OF 20' RADIUS & CONSTRUCT REMAINDER WITH LIKE MATERIAL.

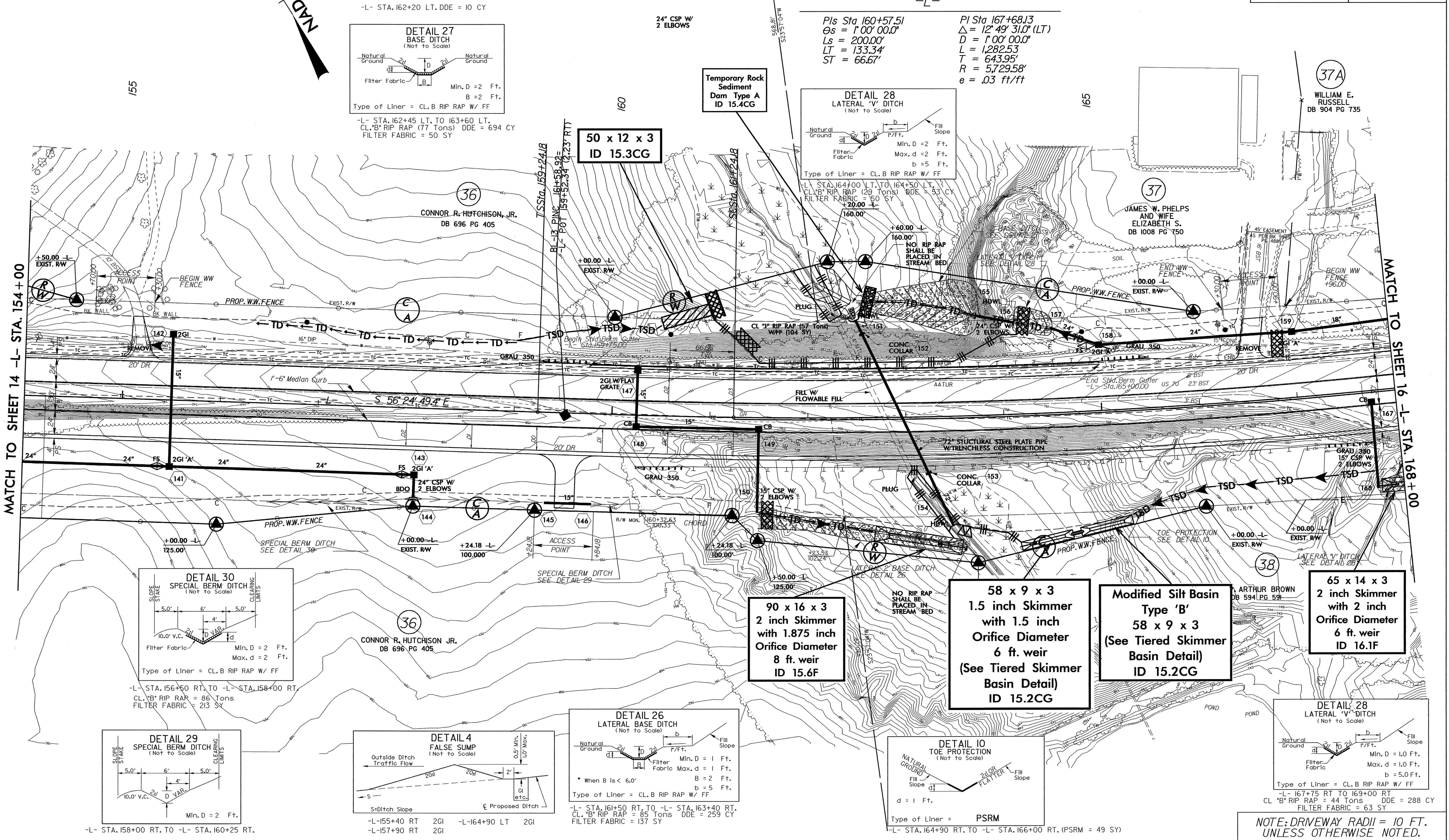
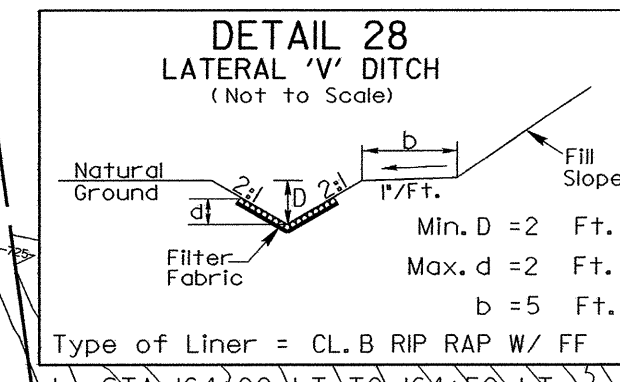
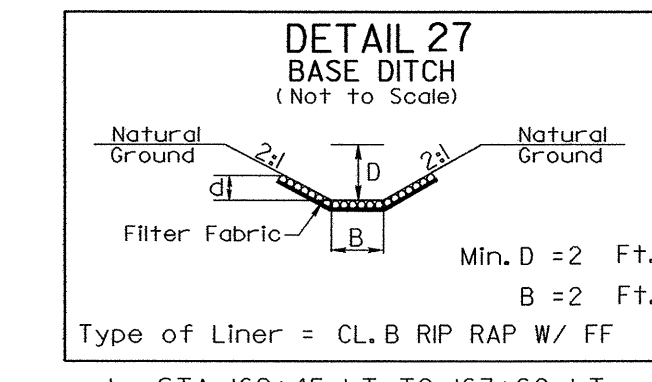
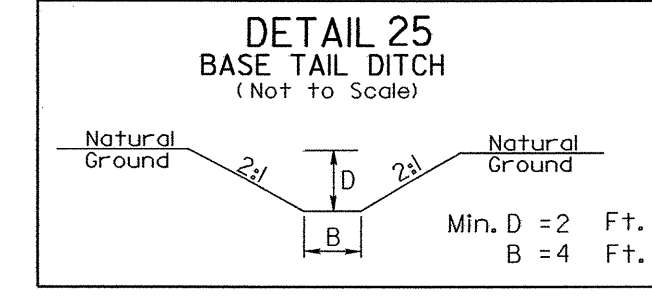
See Sheet 2-E for -Y5- Intersection Detail  
See Sheet 23 for -L- Profile  
See Sheet 25 for -Y5- Profile



PROJECT REFERENCE NO. <i>R-2911B</i>	SHEET NO. <i>EC-15/CONST.15</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

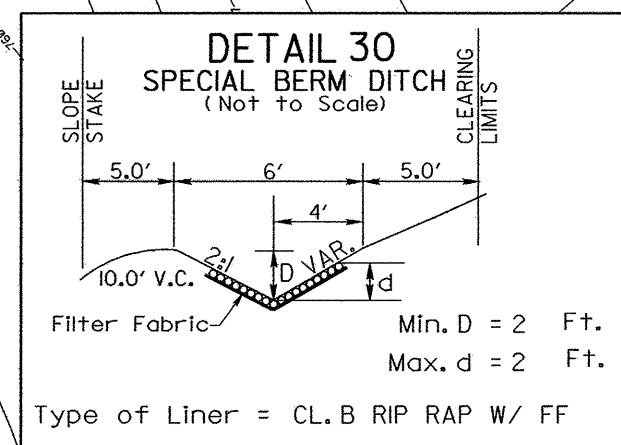
NOTE:  
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 15

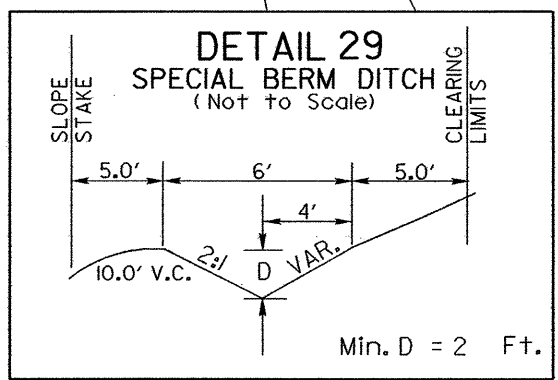


MATCH TO SHEET 14 -L- STA. 154+00

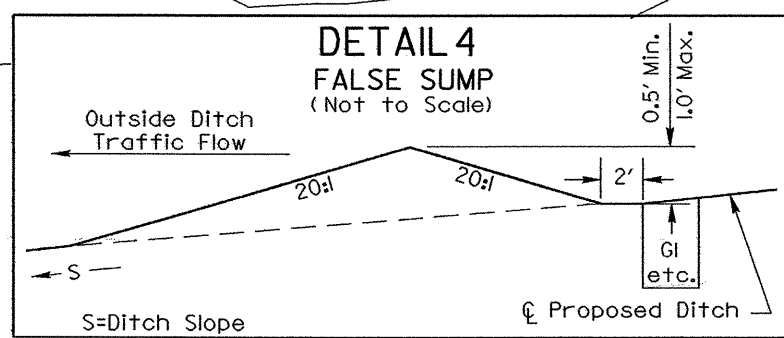
MATCH TO SHEET 16 -L- STA. 168+00



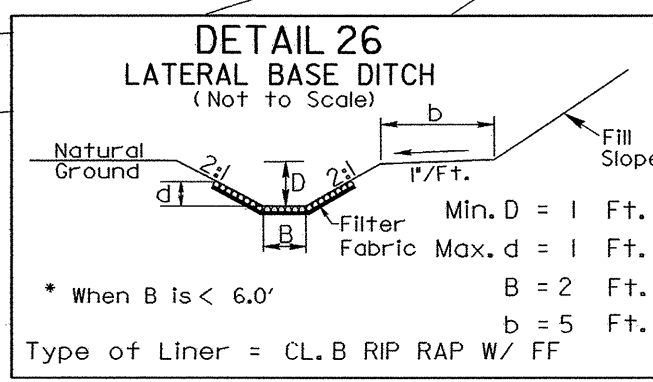
-L- STA. 156+50 RT. TO -L- STA. 158+00 RT.  
CL "B" RIP RAP = 86 Tons  
FILTER FABRIC = 213 SY



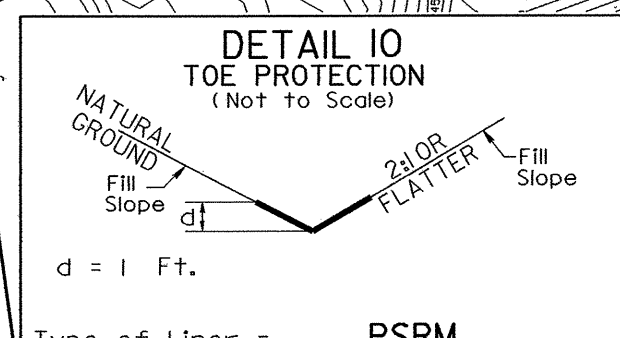
-L- STA. 158+00 RT. TO -L- STA. 160+25 RT.



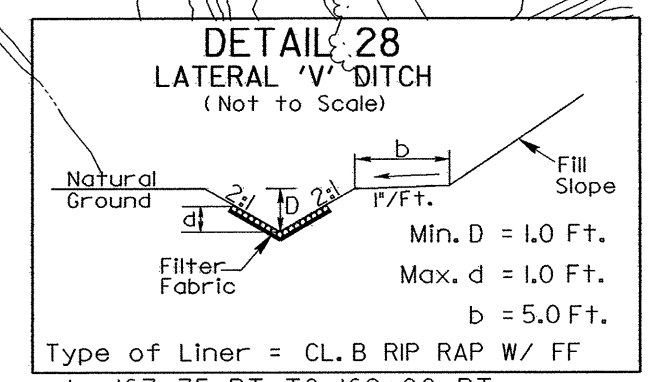
-L- 155+40 RT 2GI -L- 164+90 LT 2GI  
-L- 157+90 RT 2GI



-L- STA. 161+50 RT. TO -L- STA. 163+40 RT.  
CL "B" RIP RAP = 85 Tons DDE = 259 CY  
FILTER FABRIC = 137 SY



-L- STA. 164+90 RT. TO -L- STA. 166+00 RT. (PSRM = 49 SY)



-L- 167+75 RT TO 169+00 RT  
CL "B" RIP RAP = 44 Tons DDE = 288 CY  
FILTER FABRIC = 63 SY

NOTE: DRIVEWAY RADII = 10 FT. UNLESS OTHERWISE NOTED.

See Sheet 23 for -L- Profile

8/17/99  
03-JUN-2008 12:37  
9: tipprjobjects-r-2911b\environmental\des\ign\2911b-ec\_psh-15.dgn  
lenon.farber@sh-ar-RENV242003



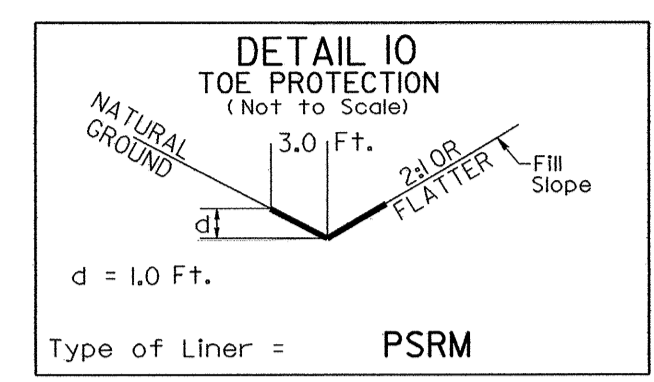
PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-16/CONST.16
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NOTE:  
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 16

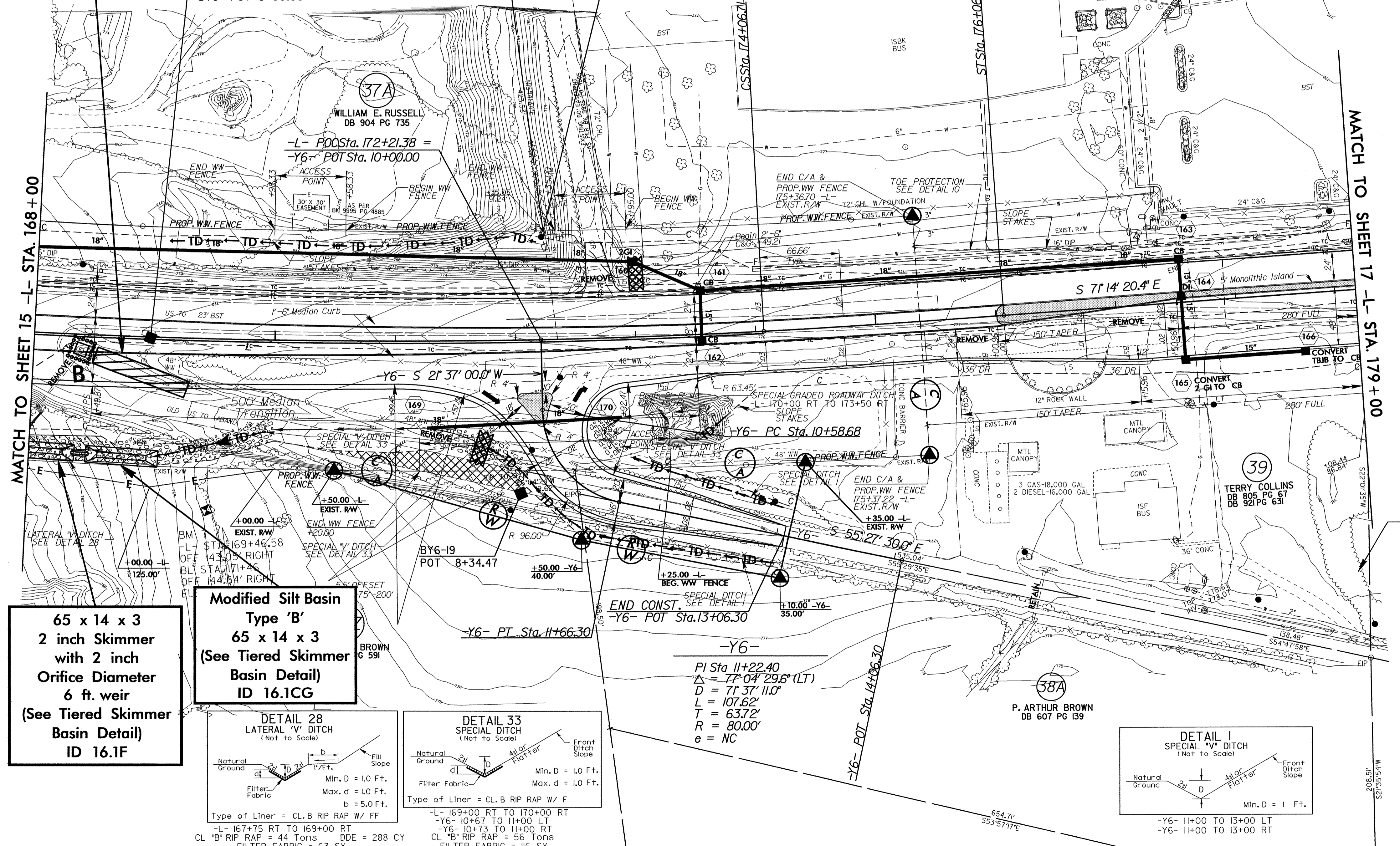
**-L-**  
 PI Sta 167+68.13  
 $\Delta = 12^{\circ} 49' 31.0''$  (LT)  
 $D = 1^{\circ} 00' 00.0''$   
 $L = 1,282.53'$   
 $T = 643.95'$   
 $R = 5,729.58'$   
 $e = .03$  ft/ft

PIs Sta 174+73.37  
 $\Theta_s = 1^{\circ} 00' 00.0''$   
 $L_s = 200.00'$   
 $LT = 133.34'$   
 $ST = 66.67'$



**END RW ACQUISITION LT. 175  
 POT STA. 172+24.98 -L-  
 (TIP PROJECT R-2911B)**

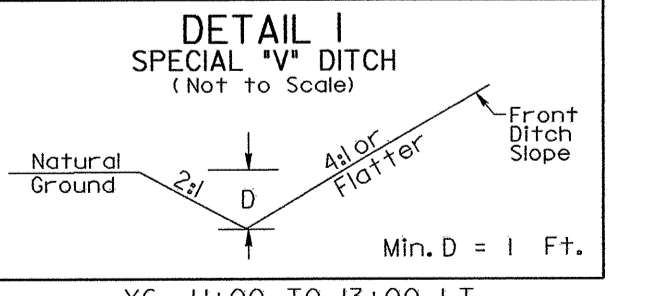
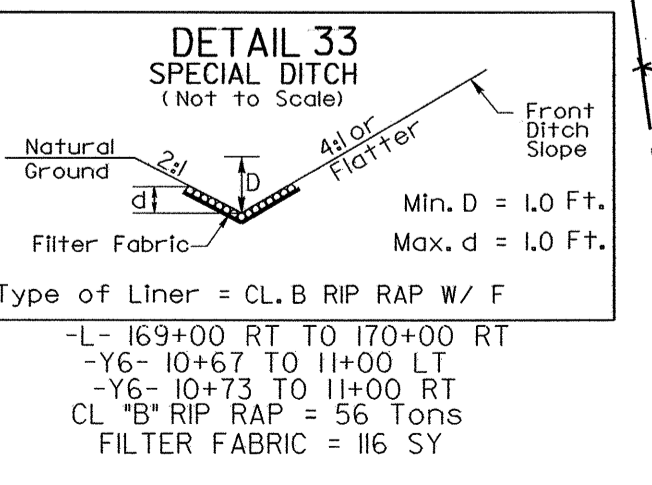
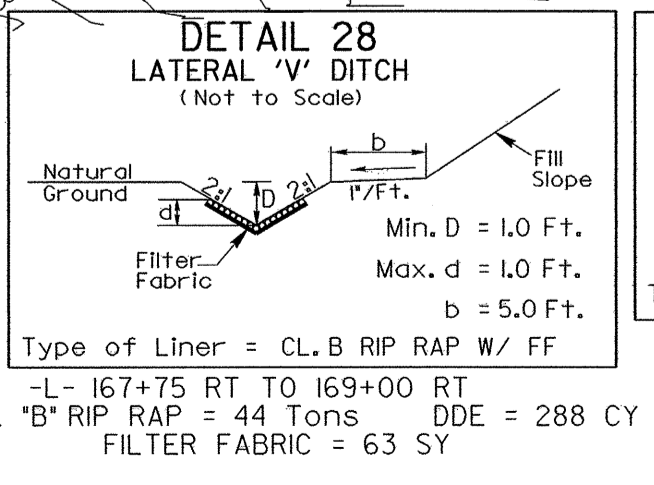
FREIGHTLINER CORPORATION  
 NOTE: R/W ACQUIRED UNDER R-2911C



**81 x 14 x 3  
 ID 16.1CG**

**65 x 14 x 3  
 2 inch Skimmer  
 with 2 inch  
 Orifice Diameter  
 6 ft. weir  
 (See Tiered Skimmer  
 Basin Detail)  
 ID 16.1F**

**Modified Silt Basin  
 Type 'B'  
 65 x 14 x 3  
 (See Tiered Skimmer  
 Basin Detail)  
 ID 16.1CG**



NOTE: DRIVEWAY RADII = 20 FT. UNLESS OTHERWISE NOTED.

PAVE DRIVEWAYS TO BACK OF 20' RADIUS & CONSTRUCT REMAINDER WITH LIKE MATERIAL.  
 See Sheet 24 for -L- Profile  
 See Sheet 26 for -Y6- Profile

8/17/99  
 03-JUN-2008 12:39  
 91:\tiprojects\16\2911b\enviro\documental\design\2911b.ec\_psh\_16.dgn  
 lennferparish AT REV242003

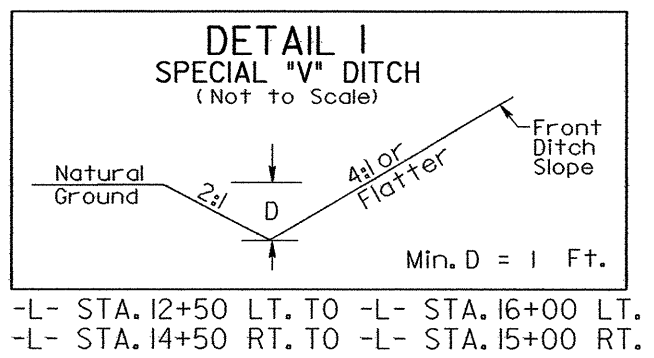




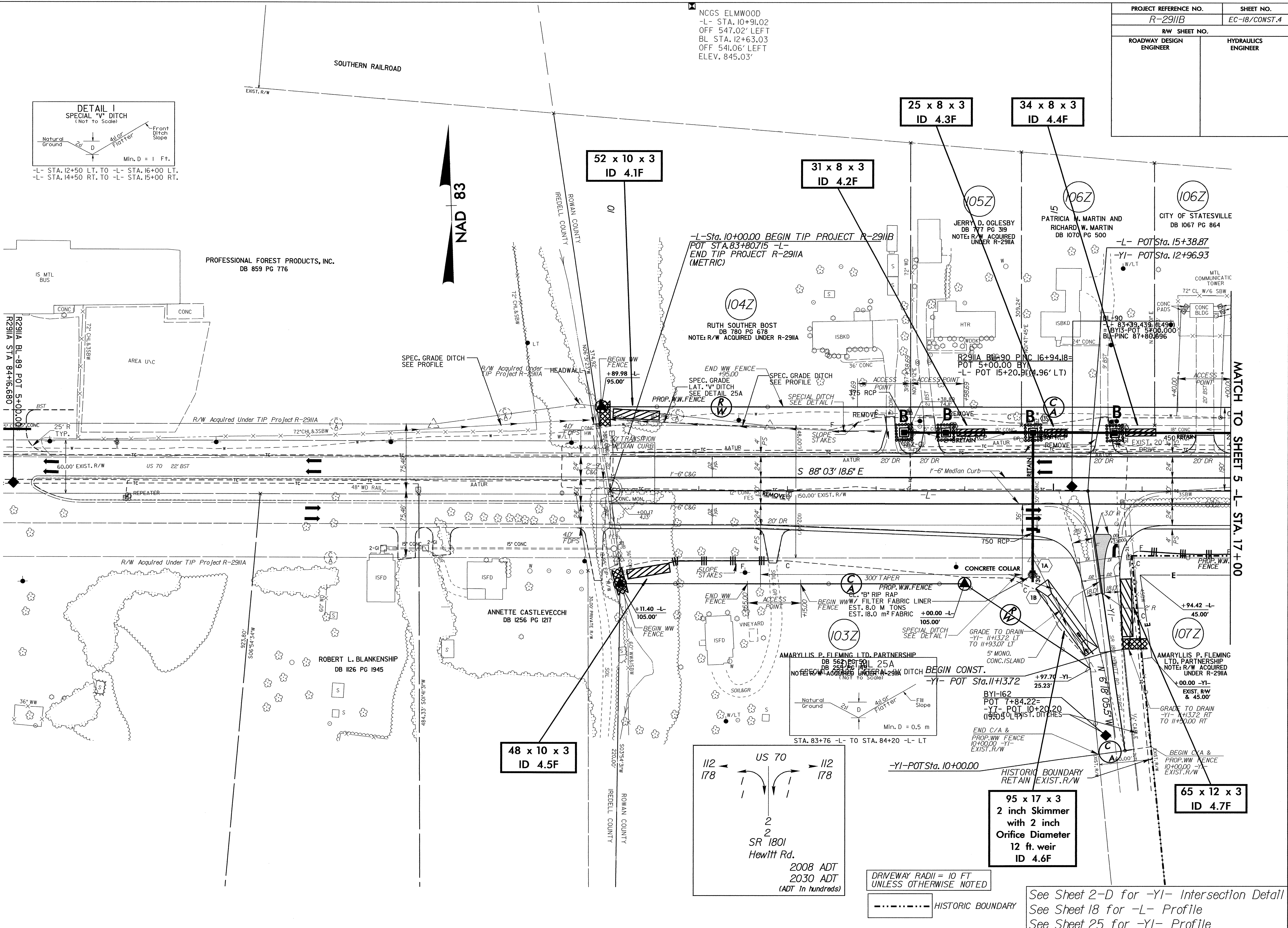


8/17/99

PROJECT REFERENCE NO.		SHEET NO.
R-2911B		EC-18/CONST.4
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	

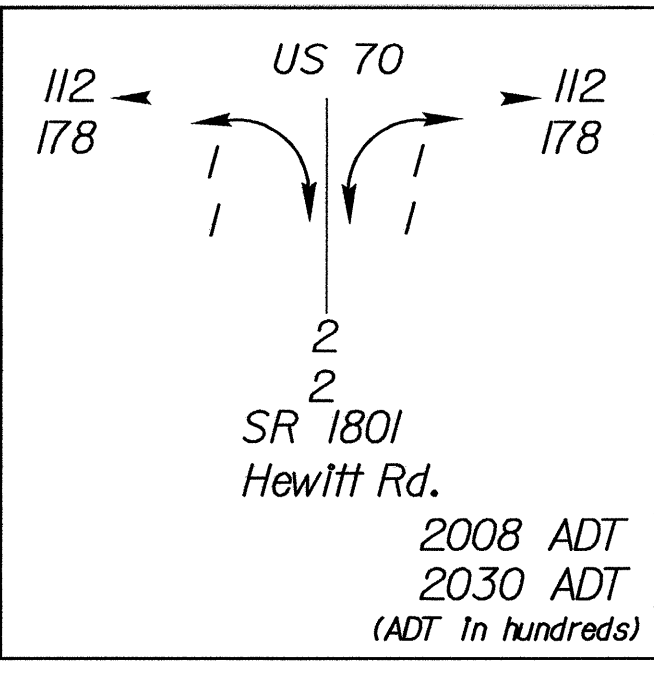


NCGS ELMWOOD  
-L- STA. 10+91.02  
OFF 547.02' LEFT  
BL STA. 12+63.03  
OFF 541.06' LEFT  
ELEV. 845.03'



NAD 83

MATCH TO SHEET 5 -L- STA. 17+00



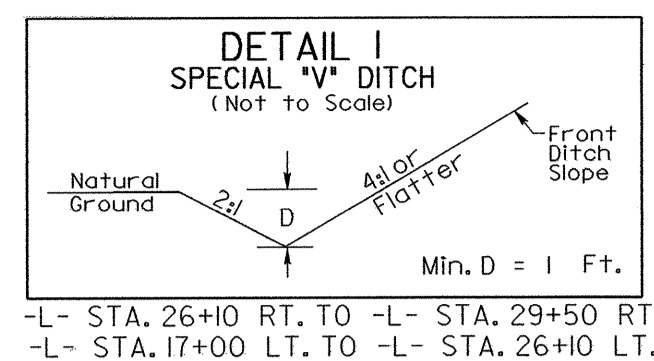
DRIVEWAY RADII = 10 FT  
UNLESS OTHERWISE NOTED

--- HISTORIC BOUNDARY

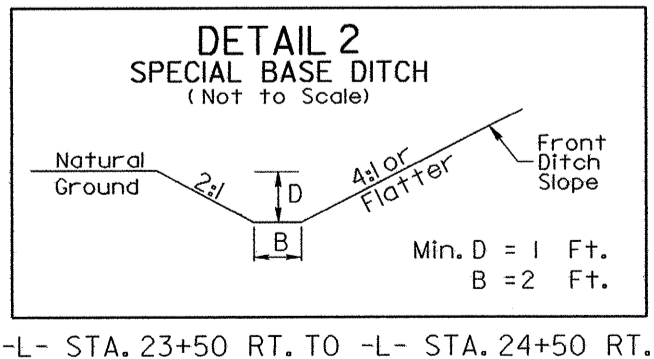
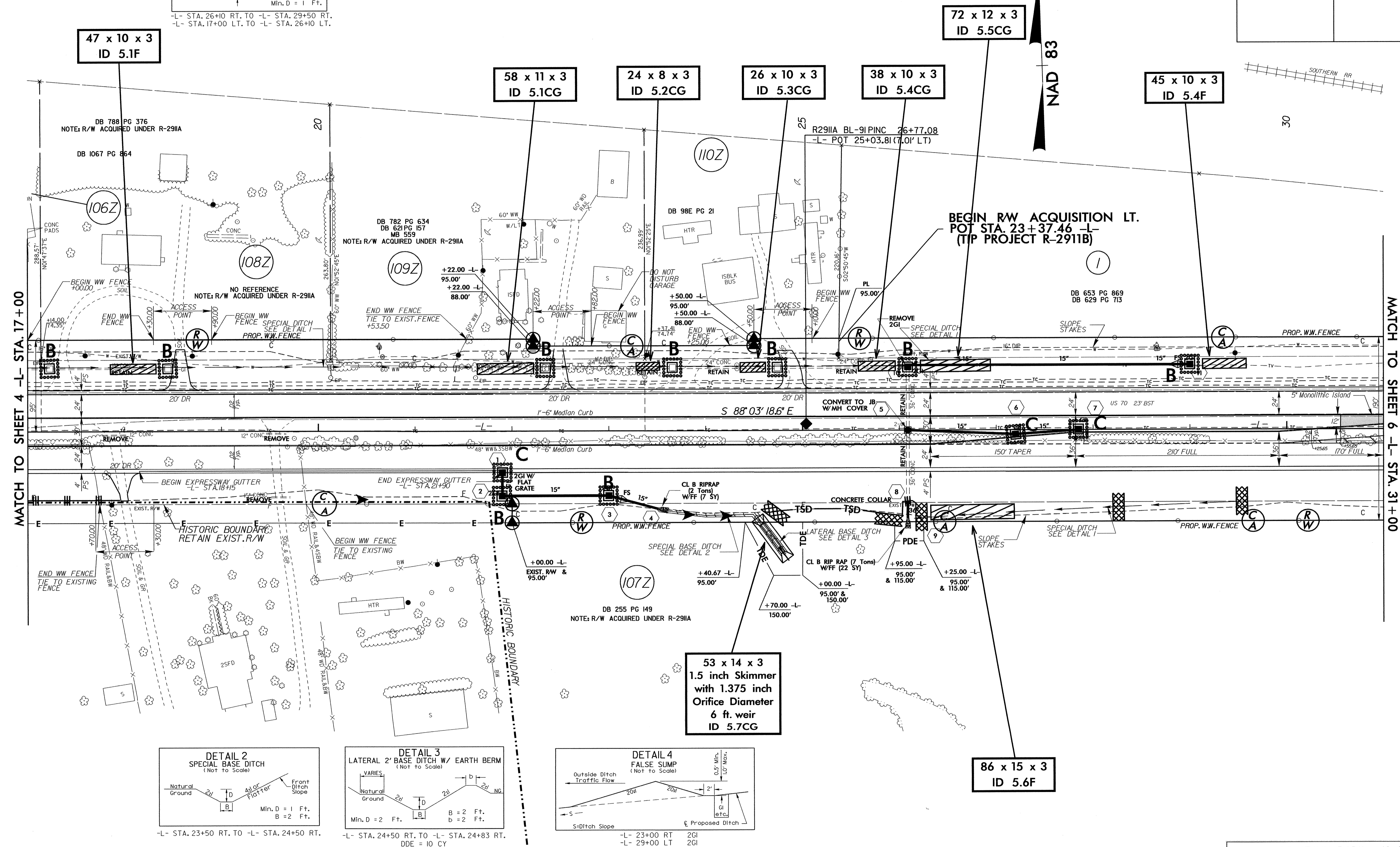
See Sheet 2-D for -YI- Intersection Detail  
See Sheet 18 for -L- Profile  
See Sheet 25 for -YI- Profile

03-JUN-2008 14:01  
g:\tippro\projects\2911b\environmental\design\2911b\_ec\_pah\_04.dgn  
lenniferparish AT HENY212003

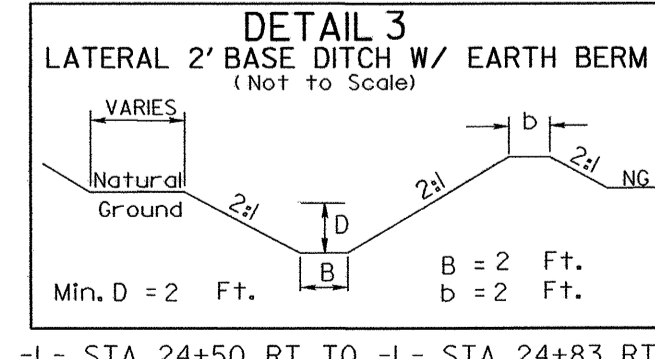
PROJECT REFERENCE NO. R-2911B	SHEET NO. EC-19/CONST.5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



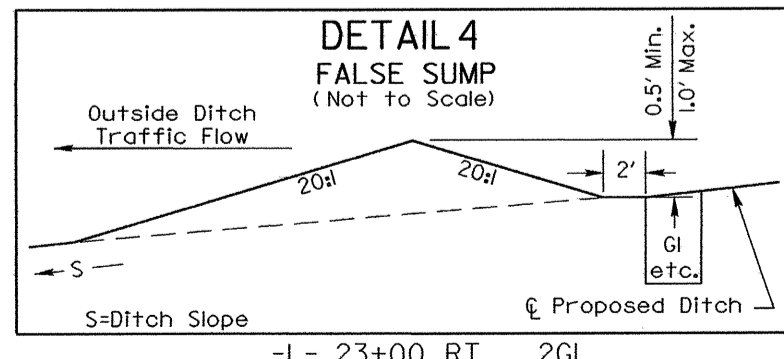
-L- STA. 26+10 RT. TO -L- STA. 29+50 RT.  
-L- STA. 17+00 LT. TO -L- STA. 26+10 LT.



-L- STA. 23+50 RT. TO -L- STA. 24+50 RT.



-L- STA. 24+50 RT. TO -L- STA. 24+83 RT.  
DDE = 10 CY



-L- 23+00 RT. 2GI  
-L- 29+00 LT. 2GI  
-L- 30+00 RT. 2GI

--- HISTORIC BOUNDARY

NOTE: DRIVEWAY RADII = 10 FT. UNLESS OTHERWISE NOTED.

See Sheet 18 for -L- Profile

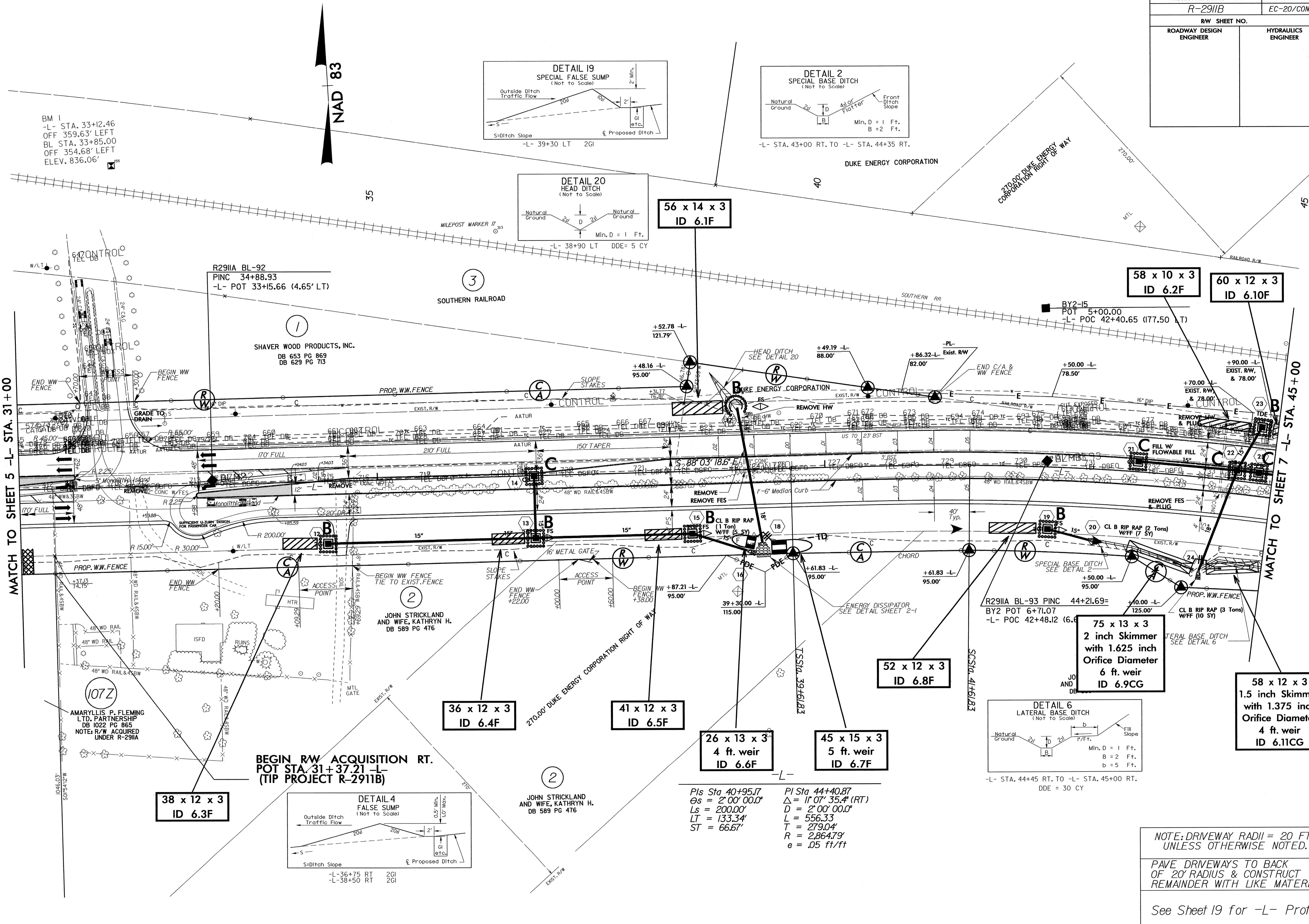
8/17/99

110-EG-4391-00-00011



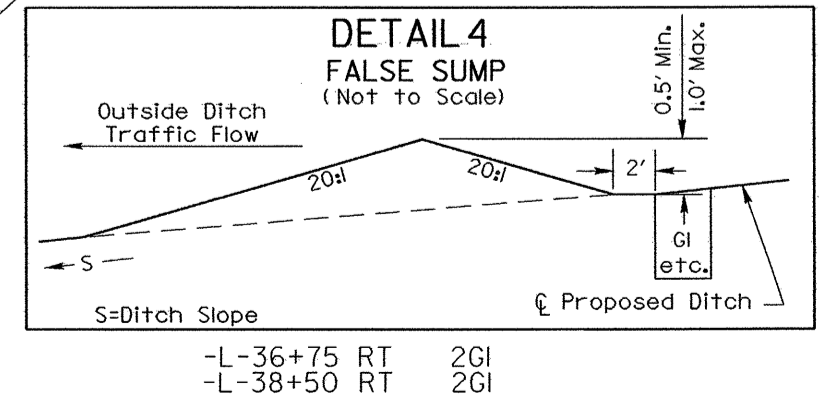
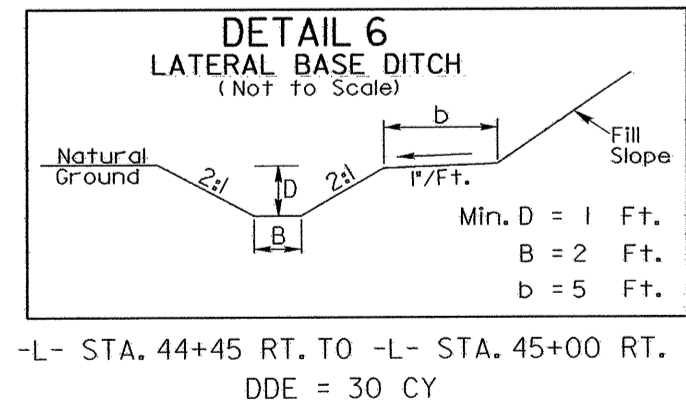
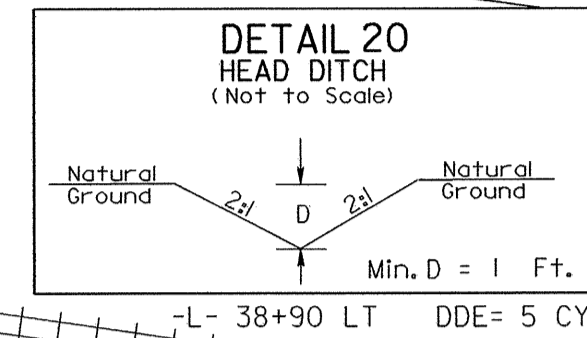
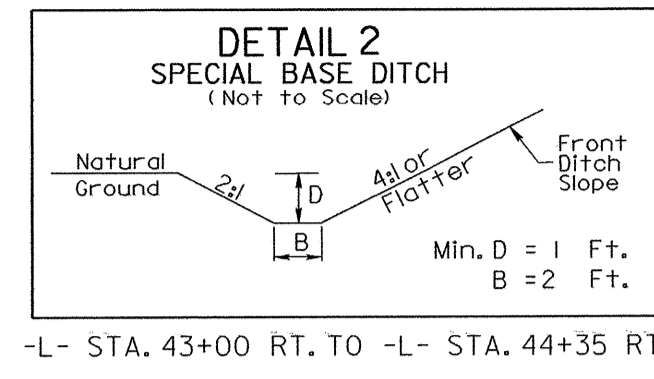
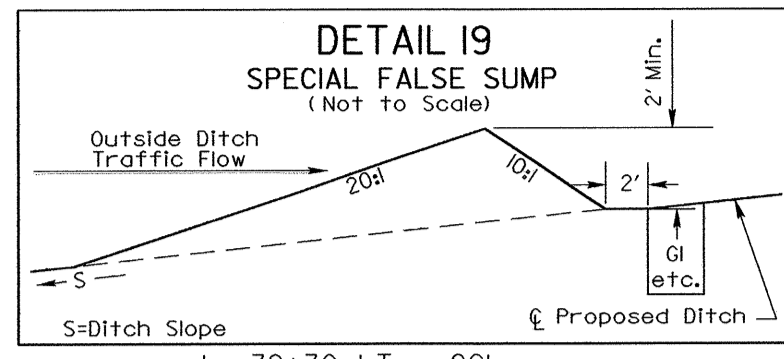
8/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-20/CONST.6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



BM 1  
 -L- STA. 33+12.46  
 OFF 359.63' LEFT  
 BL STA. 33+85.00  
 OFF 354.68' LEFT  
 ELEV. 836.06'

NAD 83



Pls Sta 40+95.17  
 $\theta_s = 2^\circ 00' 00.0''$   
 $L_s = 200.00'$   
 $LT = 133.34'$   
 $ST = 66.67'$

Pls Sta 44+40.87  
 $\Delta = 11^\circ 07' 35.4''$  (RT)  
 $D = 2^\circ 00' 00.0''$   
 $L = 556.33'$   
 $T = 279.04'$   
 $R = 2,864.79'$   
 $e = .05$  ft/ft

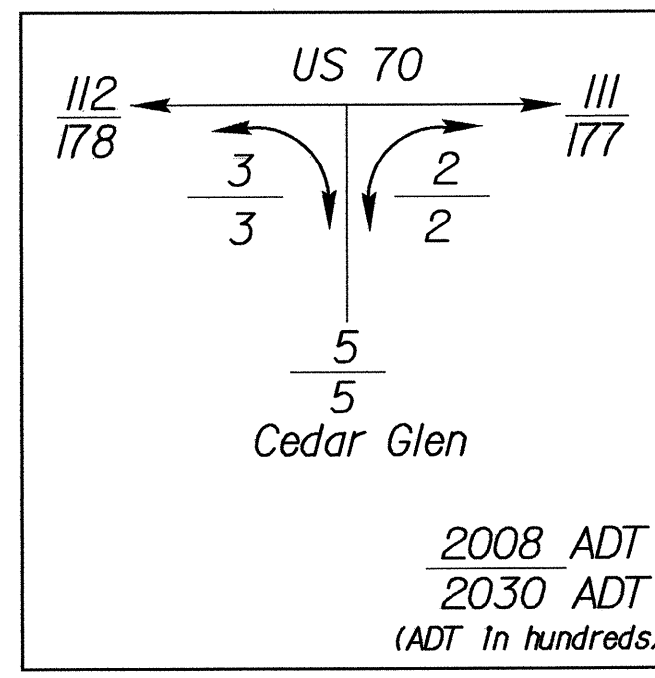
NOTE: DRIVEWAY RADII = 20 FT.  
 UNLESS OTHERWISE NOTED.

PAVE DRIVEWAYS TO BACK  
 OF 20' RADIUS & CONSTRUCT  
 REMAINDER WITH LIKE MATERIAL.

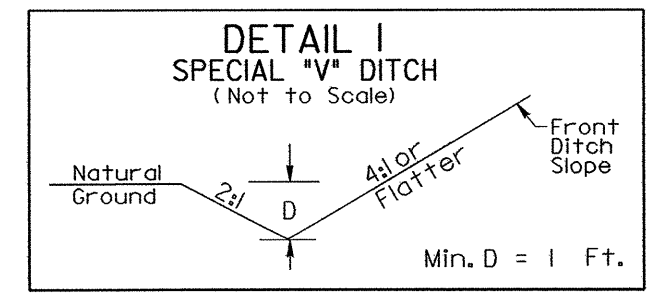
See Sheet 19 for -L- Profile



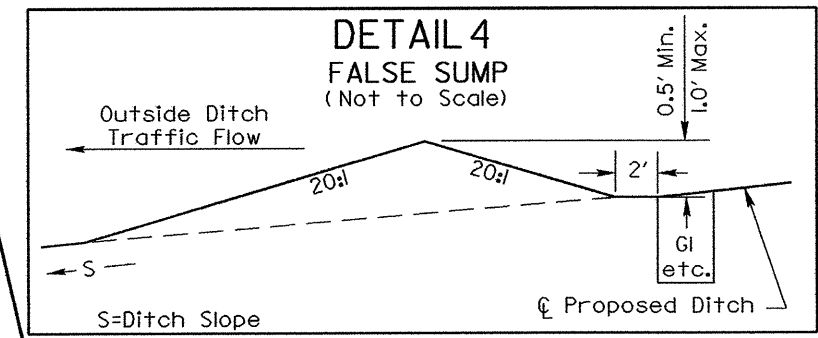
PROJECT REFERENCE NO. R-2911B	SHEET NO. EC-21/CONST.7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



JAMES M. REDMON, JR.  
DB 724 PG 499



-L- STA. 45+00 RT. TO -L- STA. 47+00 RT.  
-L- STA. 46+00 LT. TO -L- STA. 50+50 LT.



-L- 47+50 RT 2GI

BM 2  
-L- STA. 46+99.90  
OFF 286.22' LEFT  
BL STA. 48+95.00  
OFF 280.57' LEFT  
ELEV. 820.66'

68 x 14 x 3  
ID 7.1F

60 x 12 x 3  
ID 6.10F

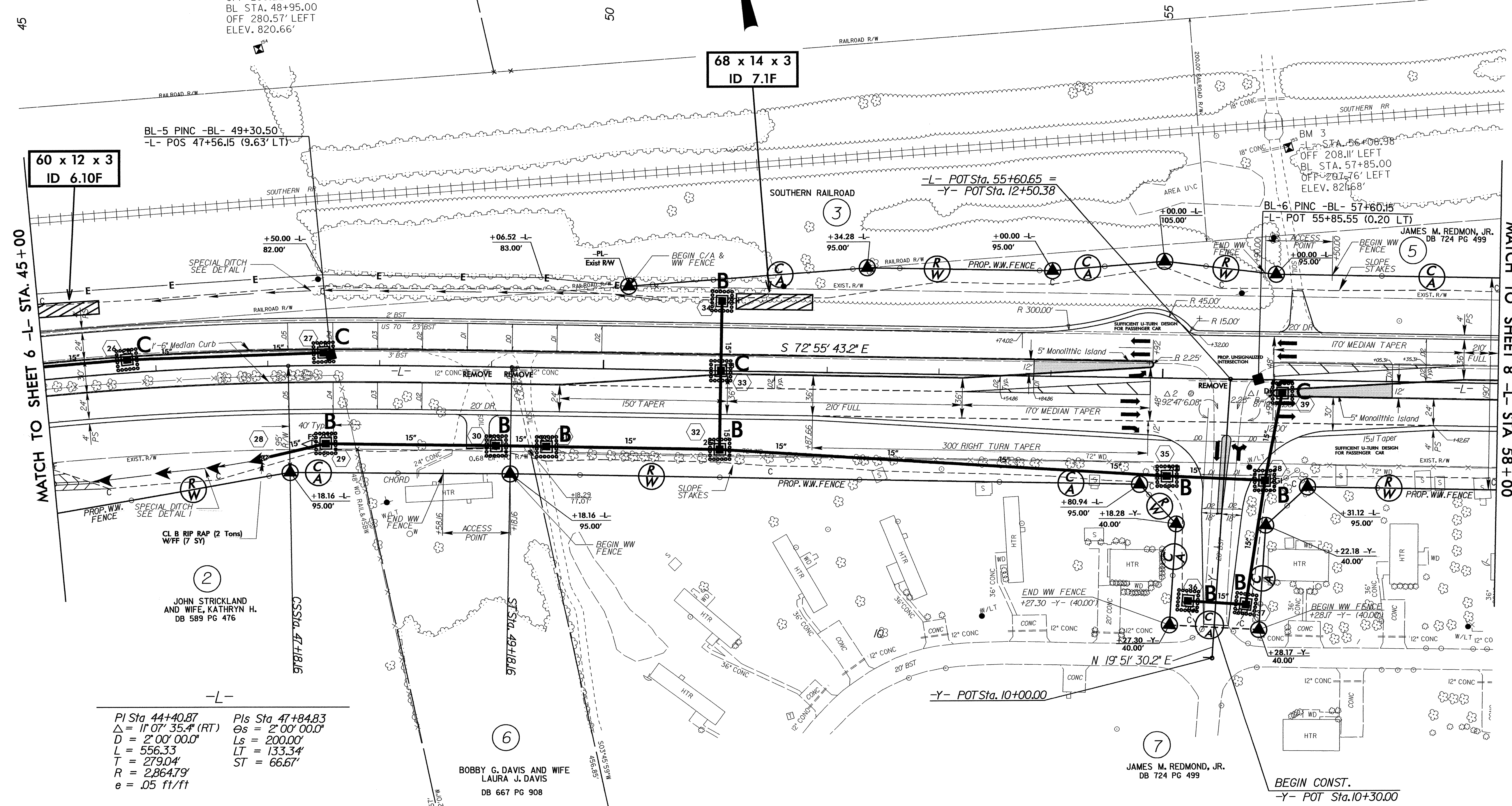
BL-5 PINC -BL- 49+30.50  
-L- POS 47+56.15 (9.63' LT)

-L- POT Sta. 55+60.65 =  
-Y- POT Sta. 12+50.38

BL-6 PINC -BL- 57+60.15  
-L- POT 55+85.55 (0.20 LT)

MATCH TO SHEET 8 -L- STA 58+00

MATCH TO SHEET 6 -L- STA. 45+00



-L-  
PI Sta 44+40.87    Pls Sta 47+84.83  
Δ = 1° 07' 35.4" (RT)    θs = 2° 00' 00.0"  
D = 2° 00' 00.0"    Ls = 200.00'  
L = 556.33    LT = 133.34'  
T = 279.04'    ST = 66.67'  
R = 2,864.79'  
e = .05 ft/ft

BOBBY G. DAVIS AND WIFE  
LAURA J. DAVIS  
DB 667 PG 908

JAMES M. REDMON, JR.  
DB 724 PG 499

BEGIN CONST.  
-Y- POT Sta. 10+30.00

NOTE: DRIVEWAY RADII = 10 FT.  
UNLESS OTHERWISE NOTED.

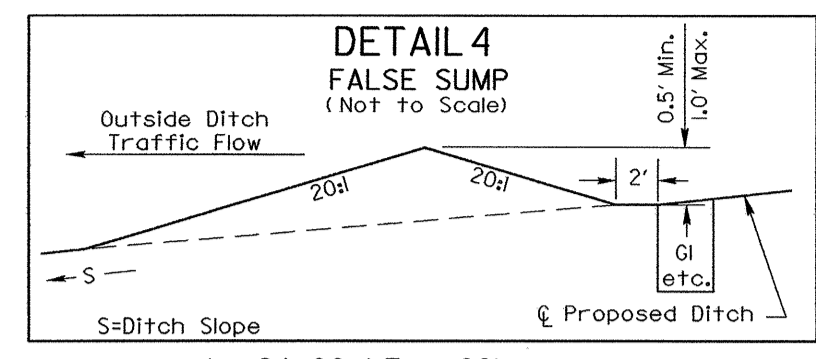
See Sheet 2-D for -Y- Intersection Detail  
See Sheet 19 for -L- Profile  
See Sheet 25 for -Y- Profile

8/17/99  
11b-ec-psh-07.dgn  
AL HENV442003

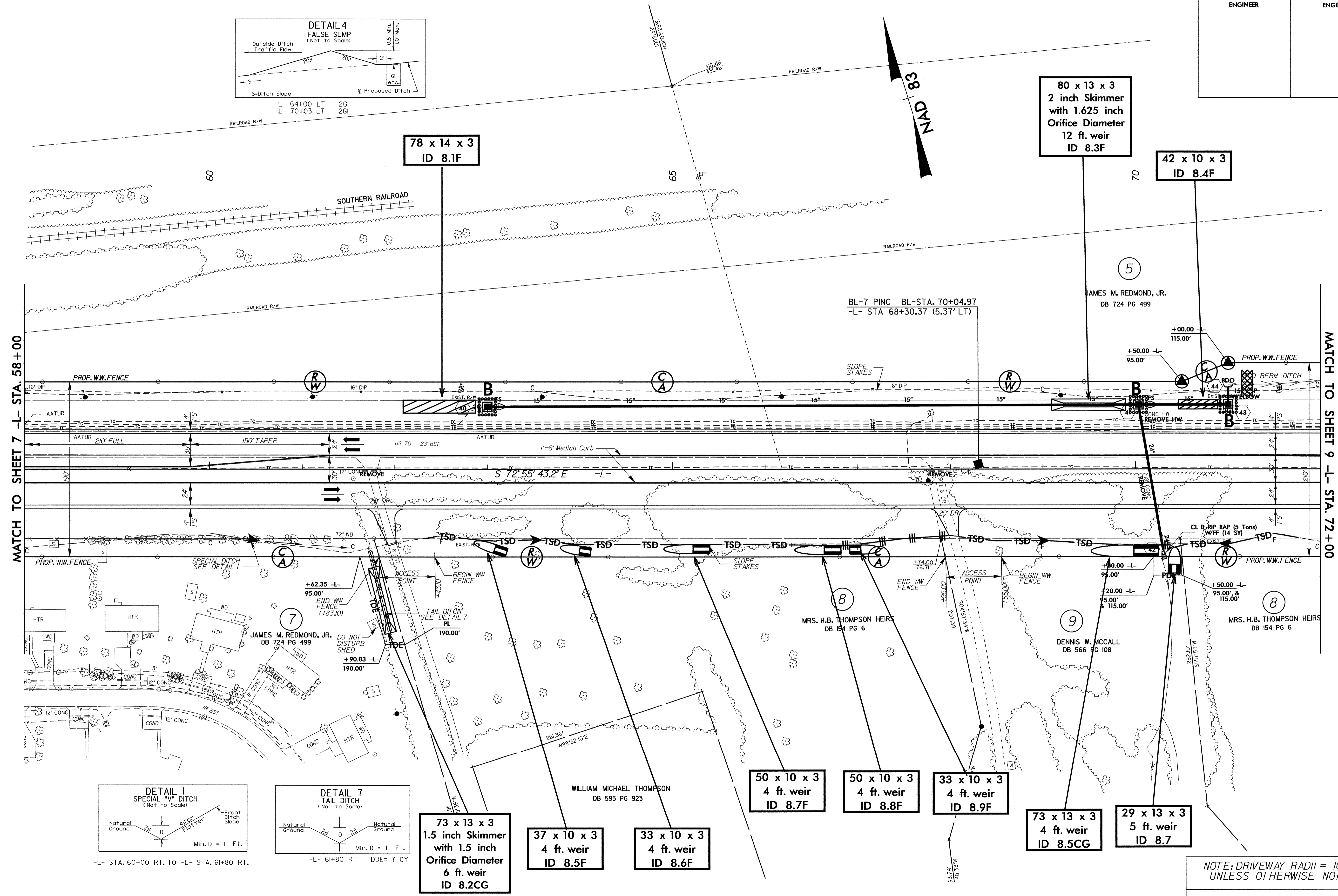


1/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-22/CONST.8
R/W SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	

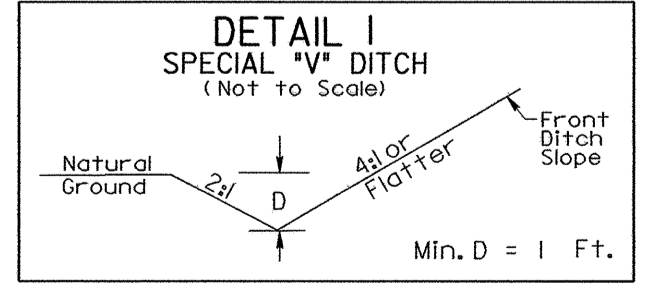


-L- 64+00 LT 2CI  
 -L- 70+03 LT 2CI

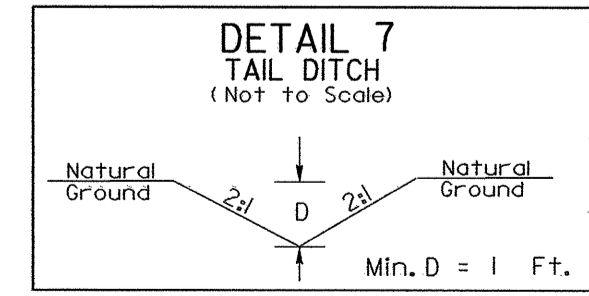


MATCH TO SHEET 7 -L- STA. 58+00

MATCH TO SHEET 9 -L- STA. 72+00



-L- STA. 60+00 RT. TO -L- STA. 61+80 RT.



-L- 61+80 RT. DDE= 7 CY

73 x 13 x 3  
 1.5 inch Skimmer  
 with 1.5 inch  
 Orifice Diameter  
 6 ft. weir  
 ID 8.2CG

37 x 10 x 3  
 4 ft. weir  
 ID 8.5F

33 x 10 x 3  
 4 ft. weir  
 ID 8.6F

50 x 10 x 3  
 4 ft. weir  
 ID 8.7F

50 x 10 x 3  
 4 ft. weir  
 ID 8.8F

33 x 10 x 3  
 4 ft. weir  
 ID 8.9F

73 x 13 x 3  
 4 ft. weir  
 ID 8.5CG

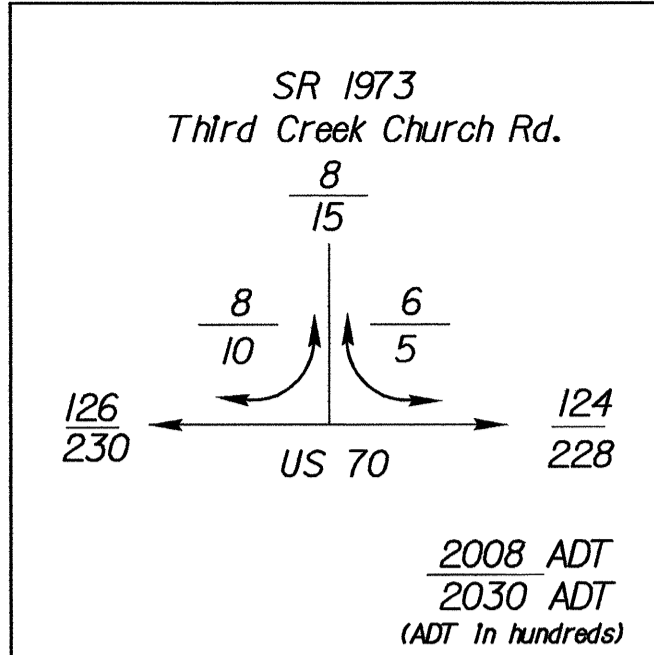
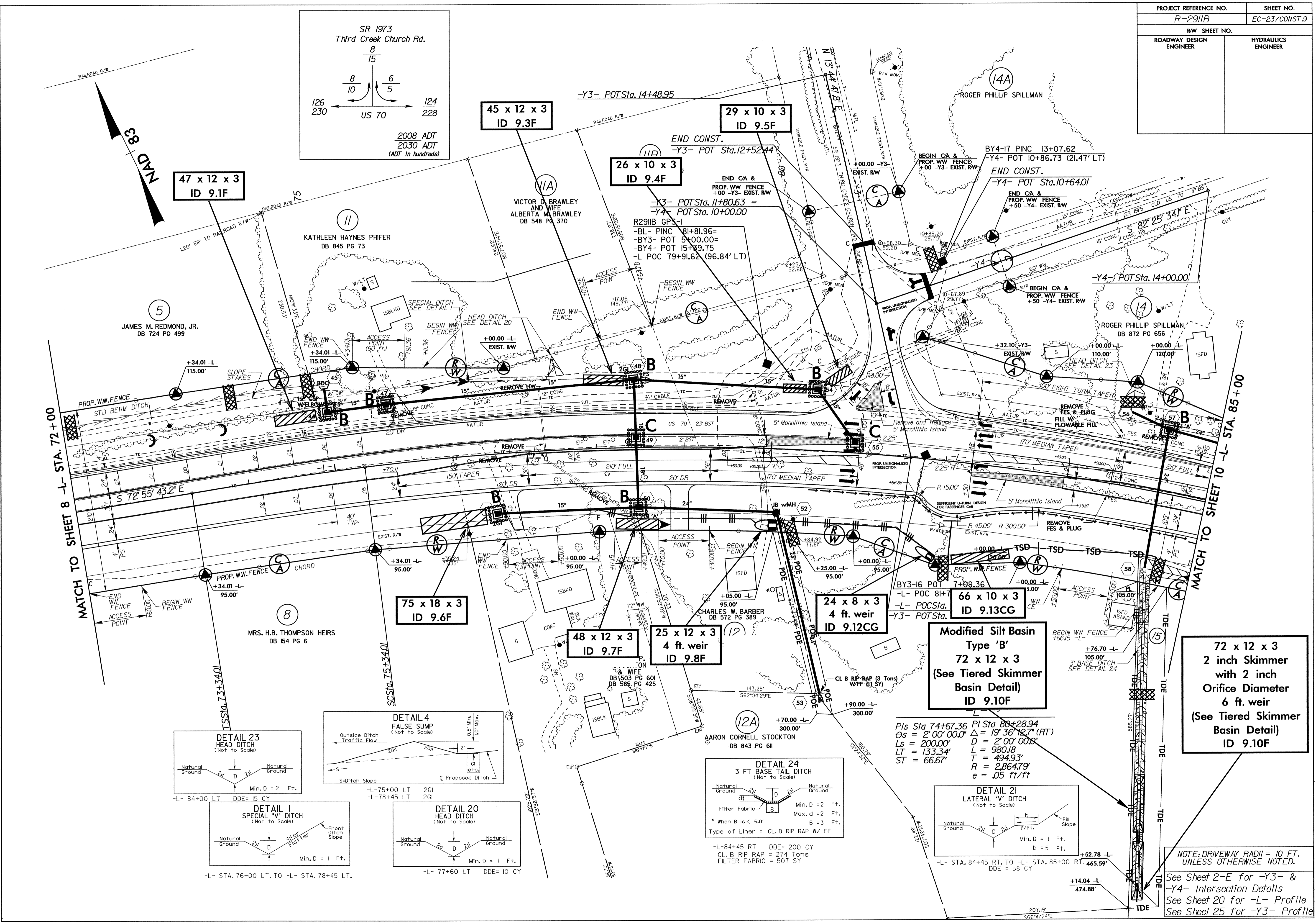
29 x 13 x 3  
 5 ft. weir  
 ID 8.7

NOTE: DRIVEWAY RADII = 10 FT.  
 UNLESS OTHERWISE NOTED.

See Sheet 20 for -L- Profile



PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-23/CONST.9
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



47 x 12 x 3  
ID 9.1F

45 x 12 x 3  
ID 9.3F

29 x 10 x 3  
ID 9.5F

26 x 10 x 3  
ID 9.4F

75 x 18 x 3  
ID 9.6F

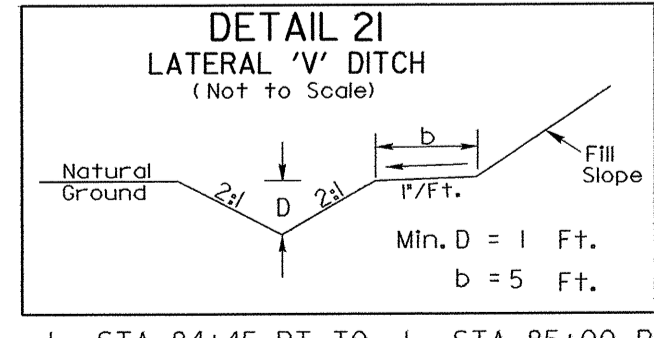
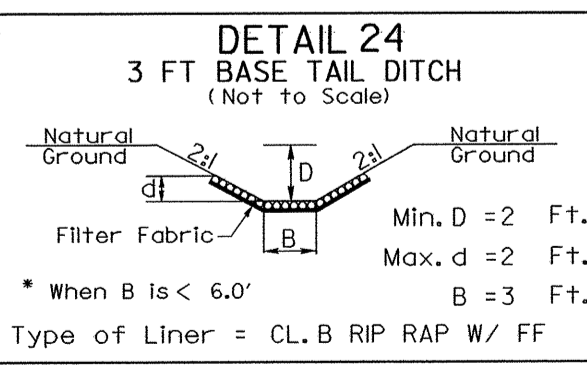
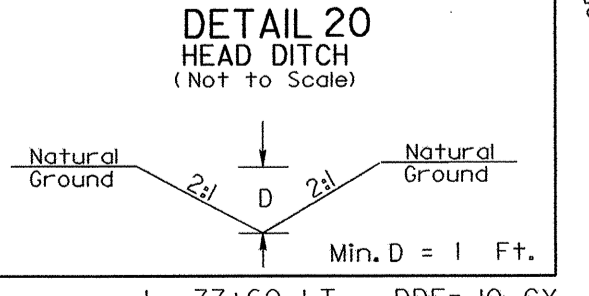
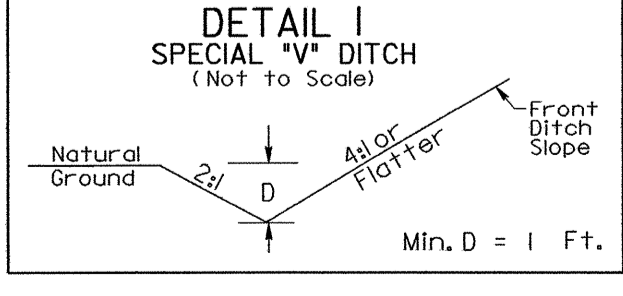
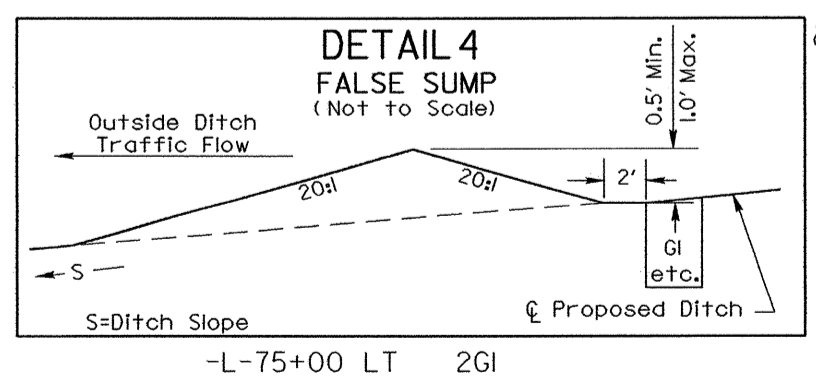
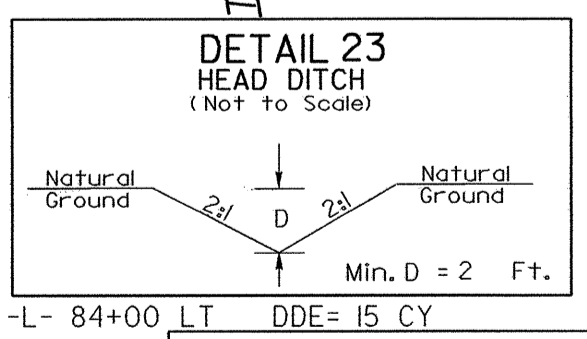
48 x 12 x 3  
ID 9.7F

25 x 12 x 3  
4 ft. weir  
ID 9.8F

24 x 8 x 3  
4 ft. weir  
ID 9.12CG

66 x 10 x 3  
ID 9.13CG  
Modified Silt Basin  
Type 'B'  
72 x 12 x 3  
(See Tiered Skimmer  
Basin Detail)  
ID 9.10F

72 x 12 x 3  
2 inch Skimmer  
with 2 inch  
Orifice Diameter  
6 ft. weir  
(See Tiered Skimmer  
Basin Detail)  
ID 9.10F

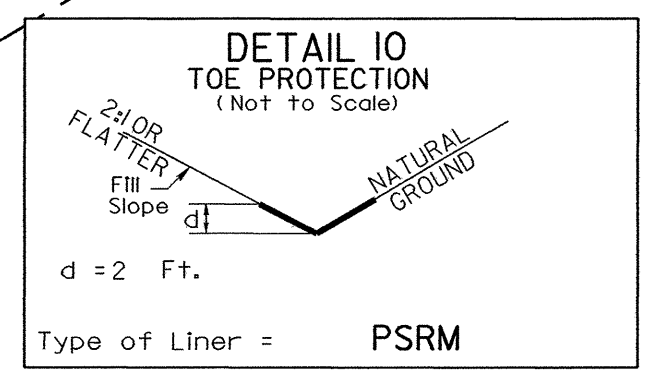
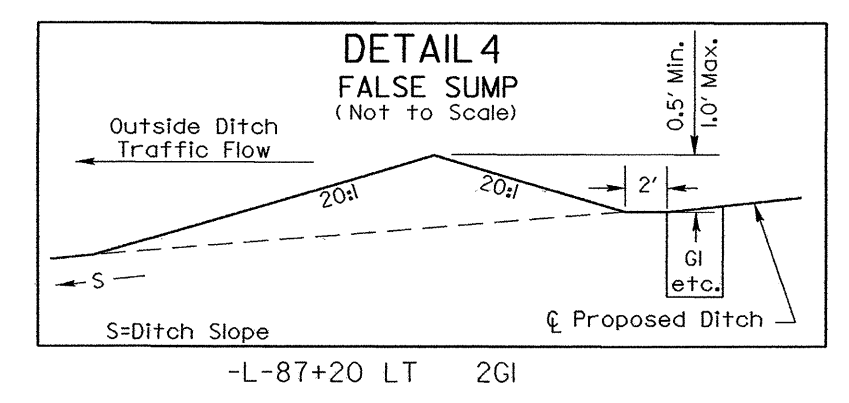
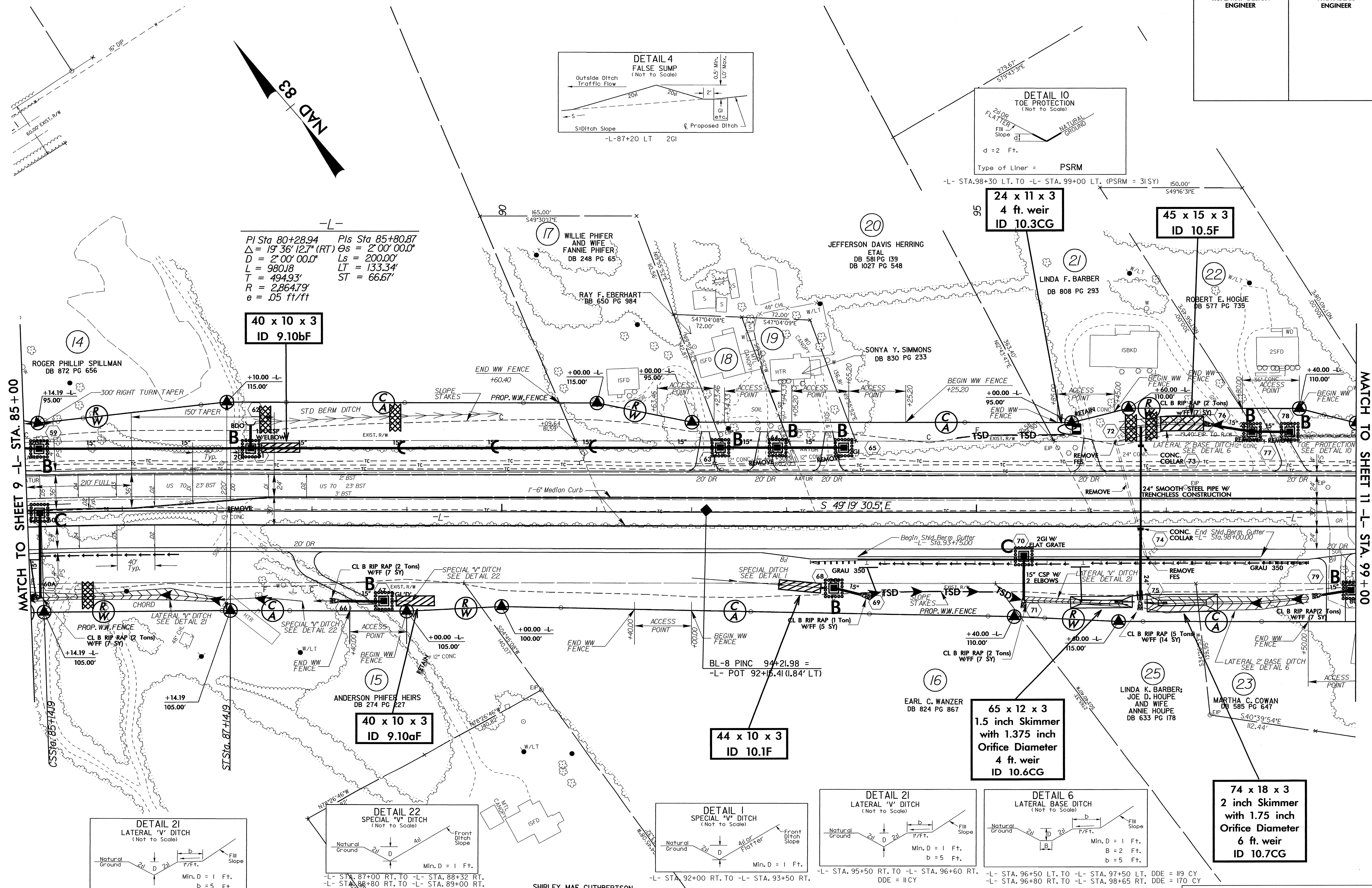


Pls Sta 74+67.36 PI Sta 80+28.94  
Os = 2' 00' 00.0" Δ = 19' 36' 12.7" (RT)  
Ls = 200.00' D = 2' 00' 00.0"  
LT = 133.34' L = 980.18  
ST = 66.67' T = 494.93'  
R = 2,864.79'  
e = .05 ft/ft

NOTE: DRIVEWAY RADII = 10 FT.  
UNLESS OTHERWISE NOTED.  
See Sheet 2-E for -Y3- &  
-Y4- Intersection Details  
See Sheet 20 for -L- Profile  
See Sheet 25 for -Y3- Profile



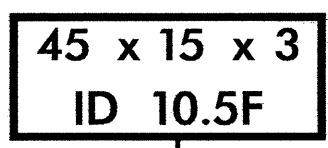
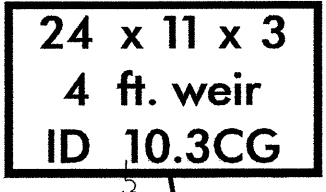
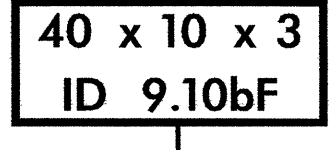
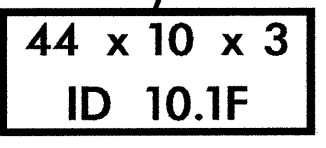
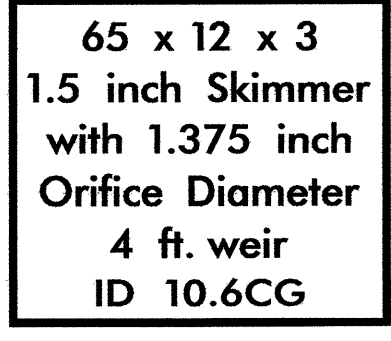
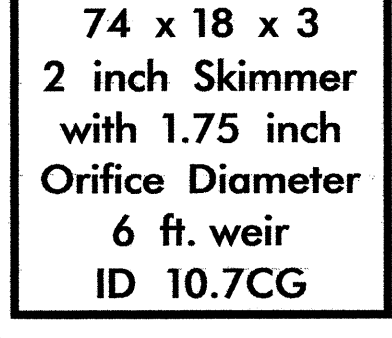
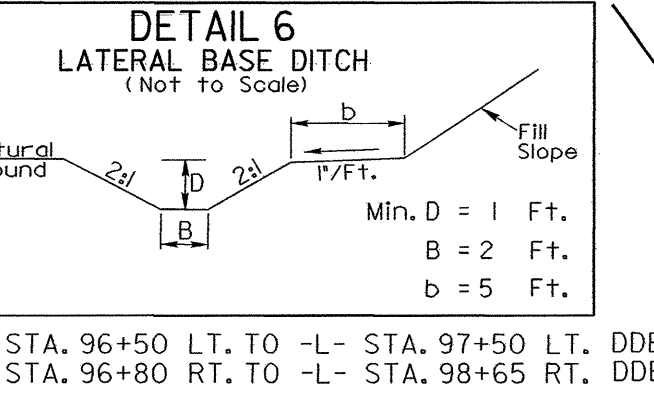
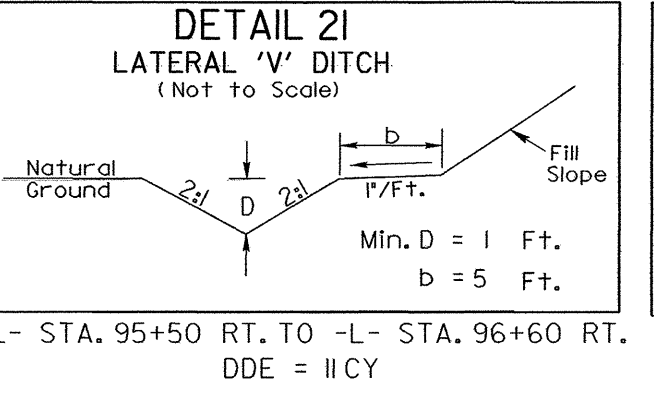
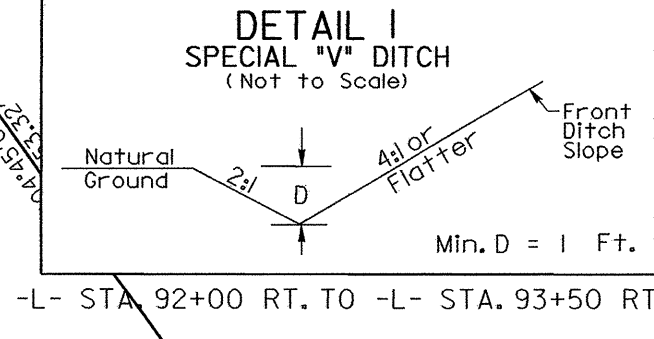
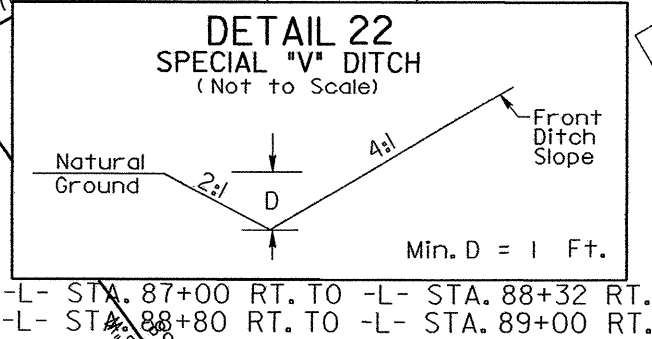
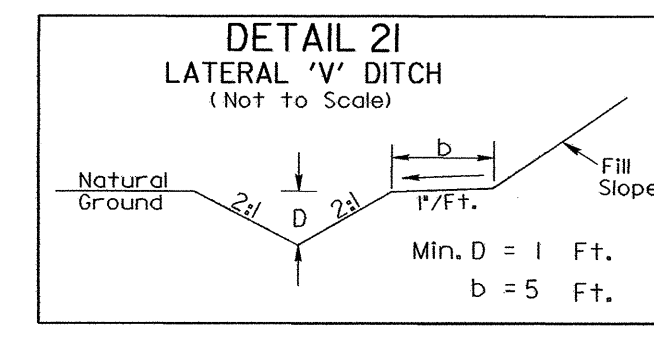
PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-24/CONST.10
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



$Pi$  Sta 80+28.94  $Pis$  Sta 85+80.87  
 $\Delta = 19'36''12.7''$  (RT)  $\Theta s = 2'00''00.0''$   
 $D = 2'00''00.0''$   $Ls = 200.00'$   
 $L = 980.18$   $LT = 133.34'$   
 $T = 494.93'$   $ST = 66.67'$   
 $R = 2,864.79'$   
 $e = .05$  ft/ft

MATCH TO SHEET 9 -L- STA. 85+00

MATCH TO SHEET 11 -L- STA. 99+00



-L- STA. 85+00 RT. TO -L- STA. 87+00 RT. DDE = 78 CY

-L- STA. 87+00 RT. TO -L- STA. 88+32 RT. DDE = 119 CY  
 -L- STA. 88+80 RT. TO -L- STA. 89+00 RT. DDE = 170 CY

SHIRLEY MAE CUTHBERTSON DB 589 PG 539

-L- STA. 92+00 RT. TO -L- STA. 93+50 RT. DDE = 119 CY

-L- STA. 95+50 RT. TO -L- STA. 96+60 RT. DDE = 119 CY

-L- STA. 96+50 LT. TO -L- STA. 97+50 LT. DDE = 119 CY  
 -L- STA. 96+80 RT. TO -L- STA. 98+65 RT. DDE = 170 CY

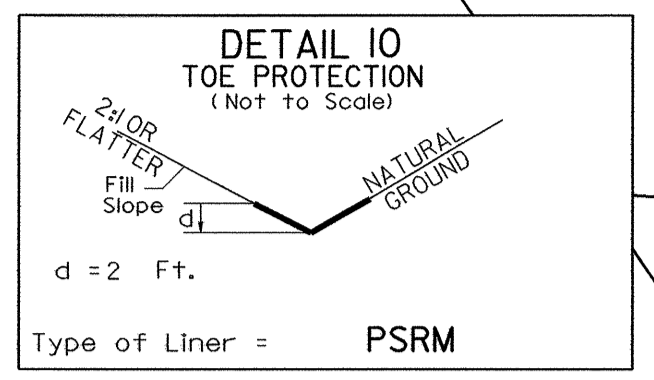
NOTE: DRIVEWAY RADII = 20 FT. UNLESS OTHERWISE NOTED.

PAVE DRIVEWAYS TO BACK OF 20' RADIUS & CONSTRUCT REMAINDER WITH LIKE MATERIAL.

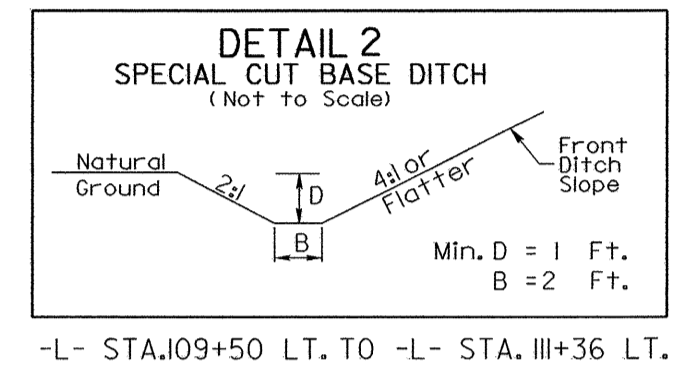
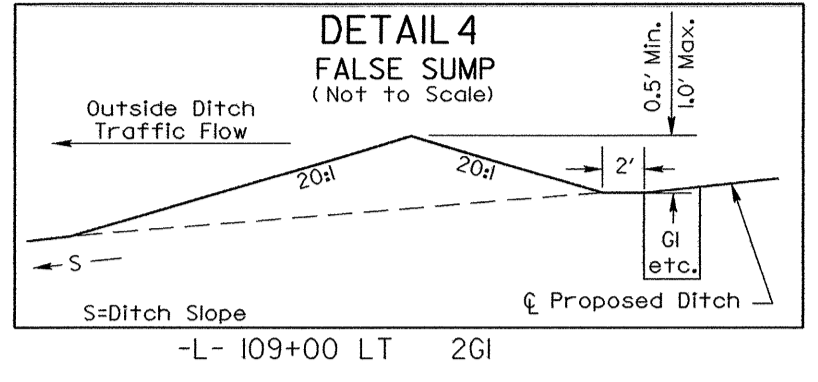
See Sheet 21 for -L- Profile



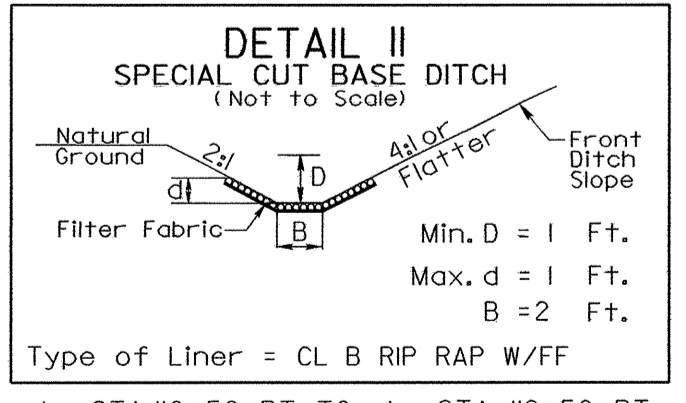
PROJECT REFERENCE NO.		SHEET NO.	
R-2911B		EC-25/CONST.II	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	



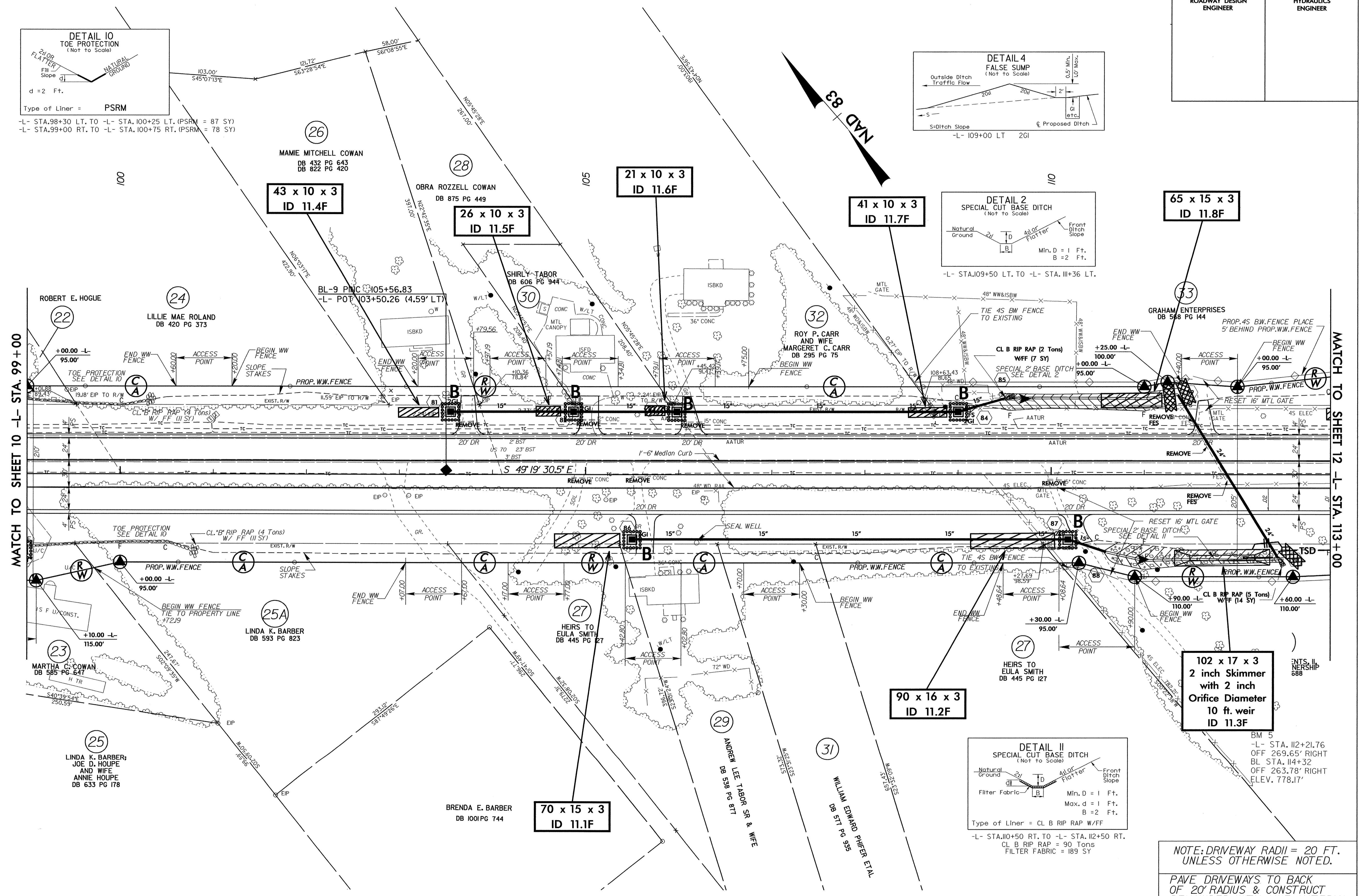
Type of Liner = PSRM  
 -L- STA.98+30 LT. TO -L- STA.100+25 LT. (PSRM = 87 SY)  
 -L- STA.99+00 RT. TO -L- STA.100+75 RT. (PSRM = 78 SY)



-L- STA.109+50 LT. TO -L- STA.111+36 LT.



-L- STA.110+50 RT. TO -L- STA.112+50 RT.  
 CL B RIP RAP = 90 TONS  
 FILTER FABRIC = 189 SY



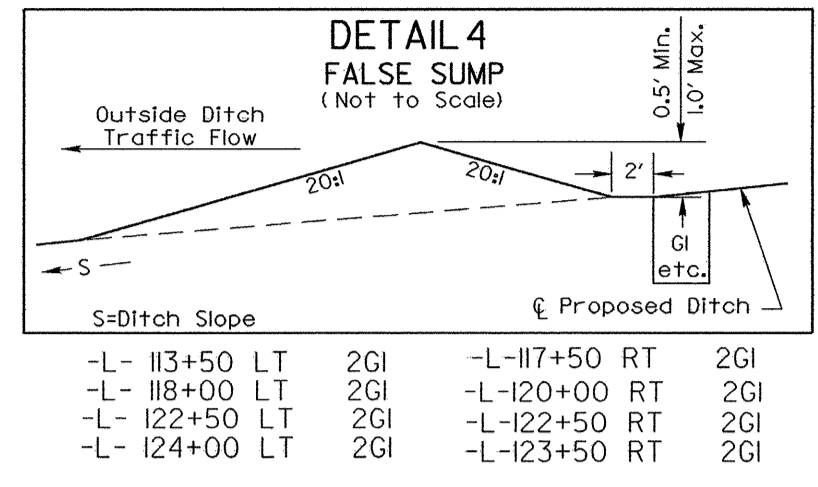
NOTE: DRIVEWAY RADII = 20 FT. UNLESS OTHERWISE NOTED.

PAVE DRIVEWAYS TO BACK OF 20' RADIUS & CONSTRUCT REMAINDER WITH LIKE MATERIAL.

See Sheet 21 for -L- Profile

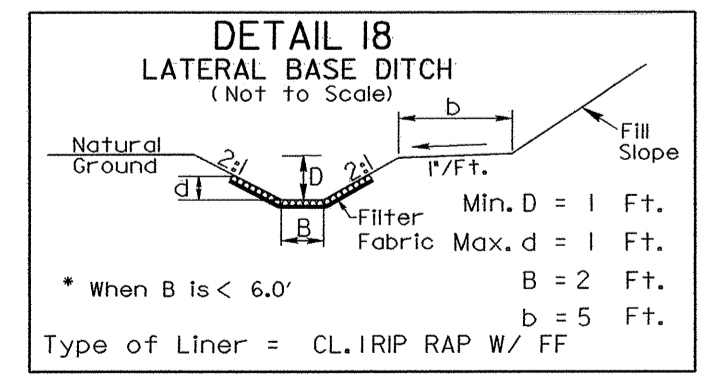
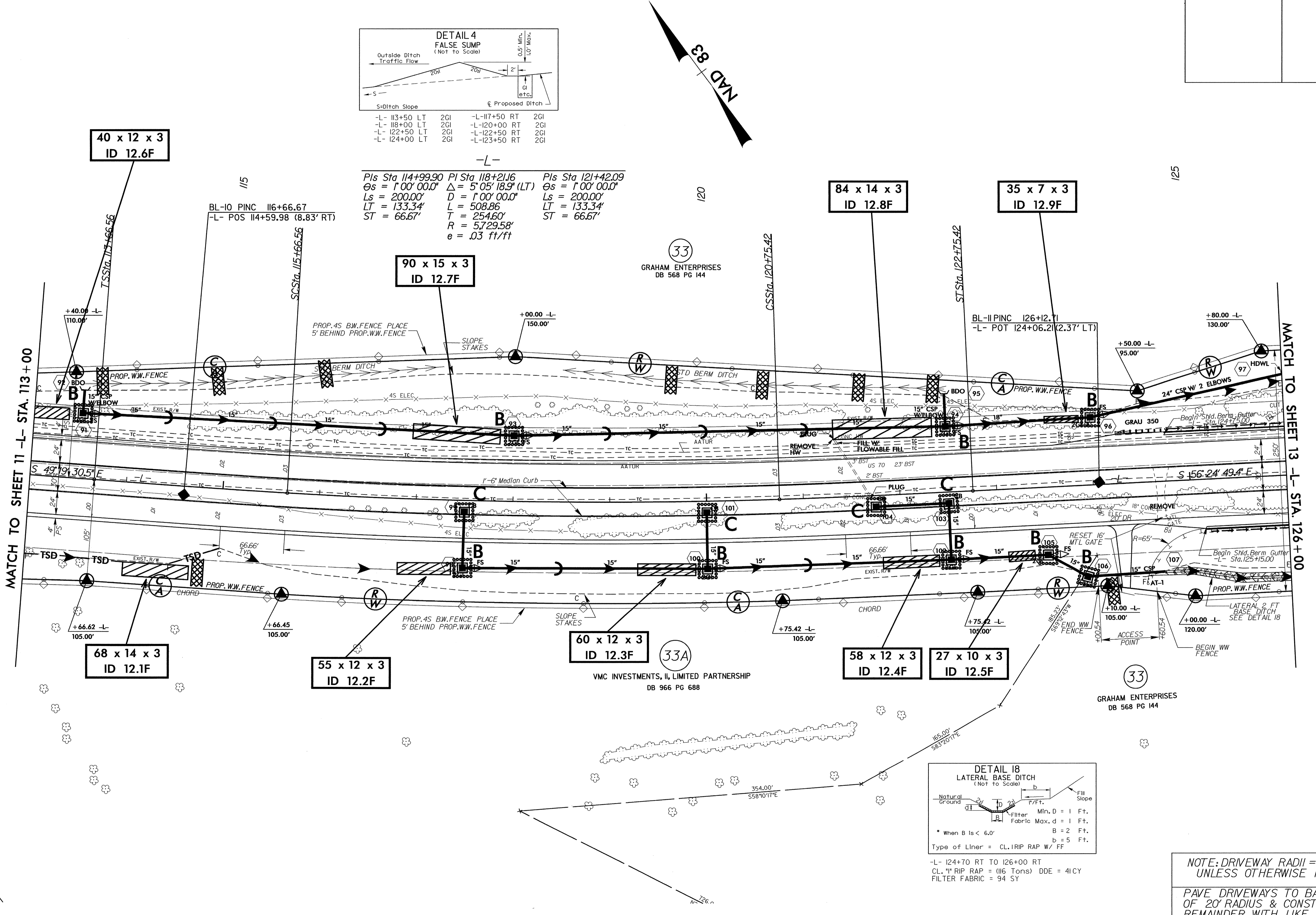


PROJECT REFERENCE NO.		SHEET NO.	
R-2911B		EC-26/CONST.12	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	



-L- 113+50 LT	2GI	-L- 117+50 RT	2GI
-L- 118+00 LT	2GI	-L- 120+00 RT	2GI
-L- 122+50 LT	2GI	-L- 122+50 RT	2GI
-L- 124+00 LT	2GI	-L- 123+50 RT	2GI

Pls Sta 114+99.90 PI Sta 118+21.16 Pls Sta 121+42.09  
 $\Theta s = 1^{\circ}00'00.0''$   $\Delta = 5^{\circ}05'18.9''$  (LT)  $\Theta s = 1^{\circ}00'00.0''$   
 $Ls = 200.00'$   $D = 1^{\circ}00'00.0''$   $Ls = 200.00'$   
 $LT = 133.34'$   $L = 508.86'$   $LT = 133.34'$   
 $T = 254.60'$   $ST = 66.67'$   
 $R = 5,729.58'$   
 $e = .03$  ft/ft



-L- 124+70 RT TO 126+00 RT  
 CL. 1\"/>

NOTE: DRIVEWAY RADII = 20 FT. UNLESS OTHERWISE NOTED.

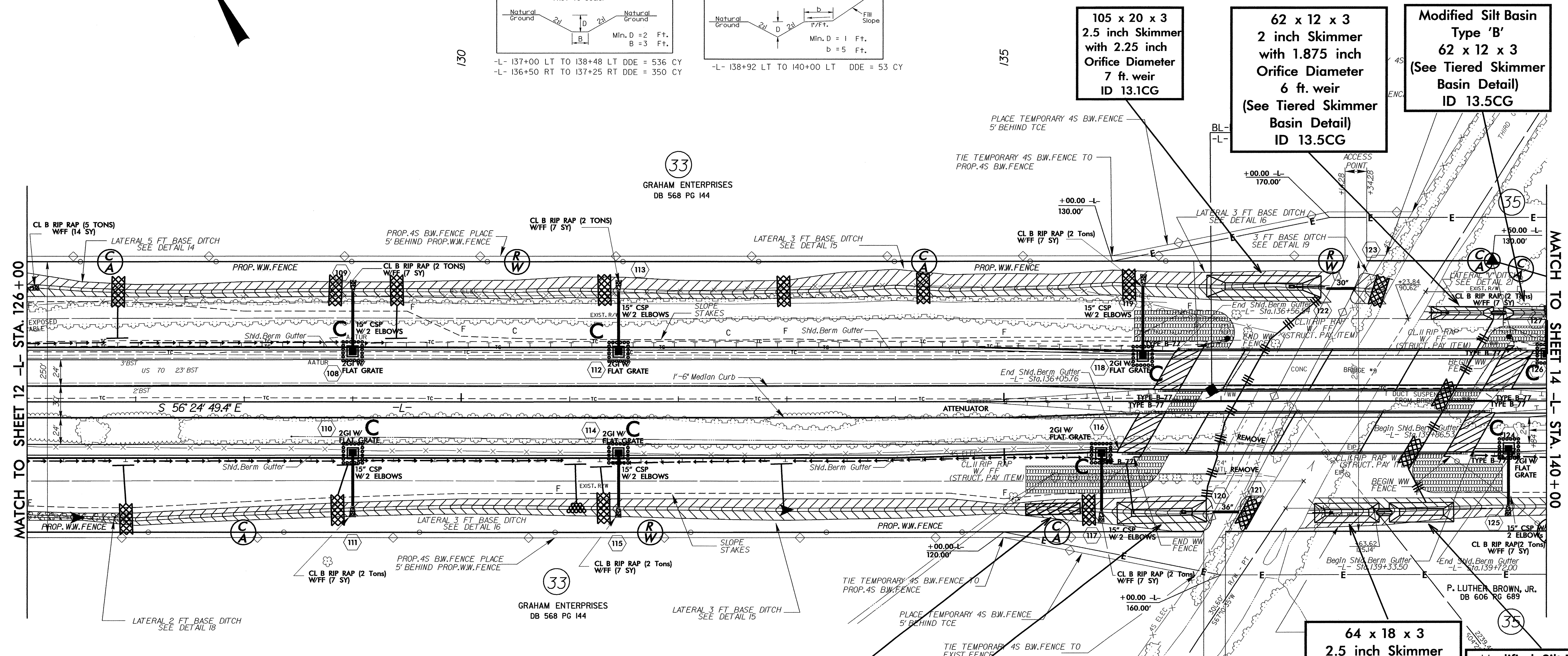
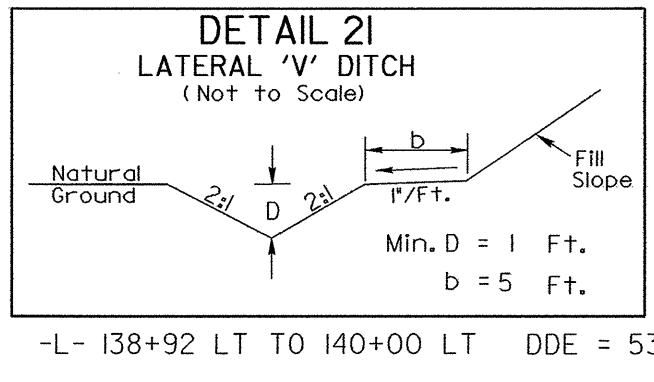
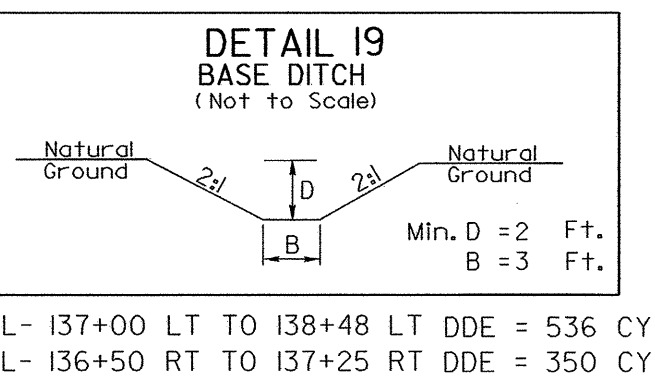
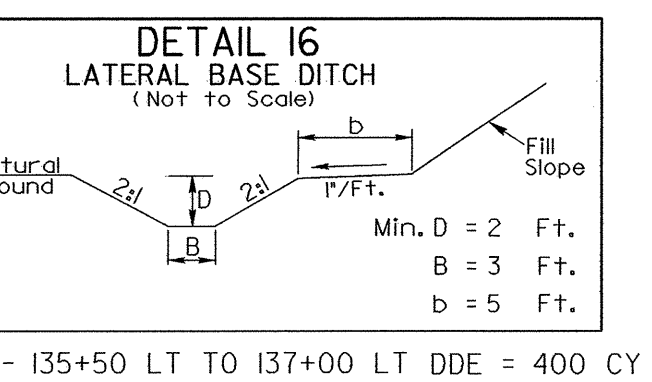
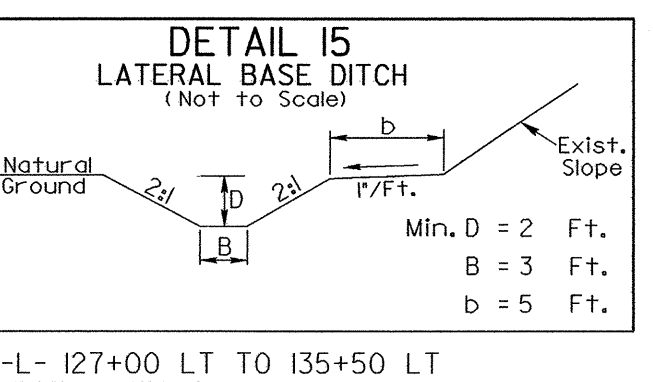
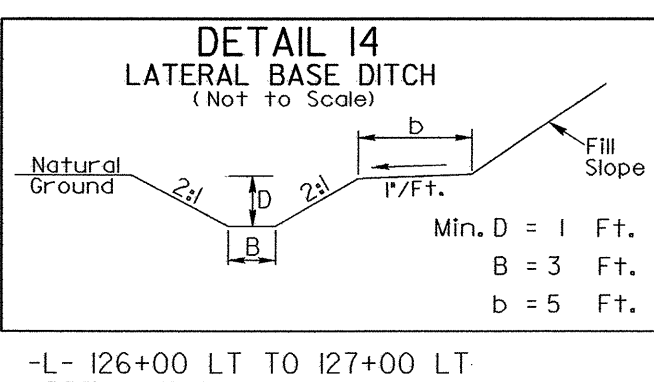
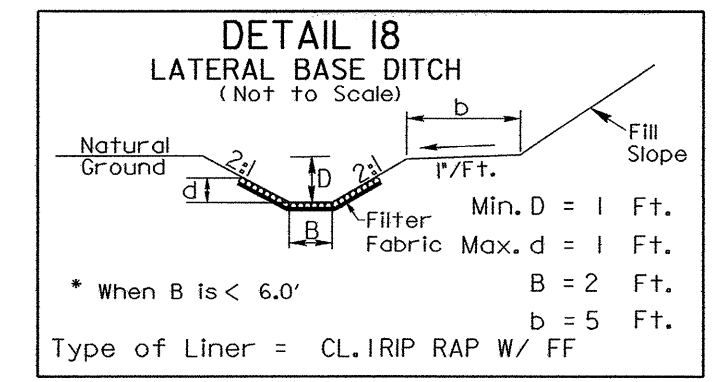
PAVE DRIVEWAYS TO BACK OF 20' RADIUS & CONSTRUCT REMAINDER WITH LIKE MATERIAL.

See Sheet 22 for -L- Profile



PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-27/CONST.13
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NOTE: UTILIZE SPECIAL STILLING BASIN AS STILLING BASIN WHERE APPLICABLE.



105 x 20 x 3  
2.5 inch Skimmer  
with 2.25 inch  
Orifice Diameter  
7 ft. weir  
ID 13.1CG

62 x 12 x 3  
2 inch Skimmer  
with 1.875 inch  
Orifice Diameter  
6 ft. weir  
(See Tiered Skimmer  
Basin Detail)  
ID 13.5CG

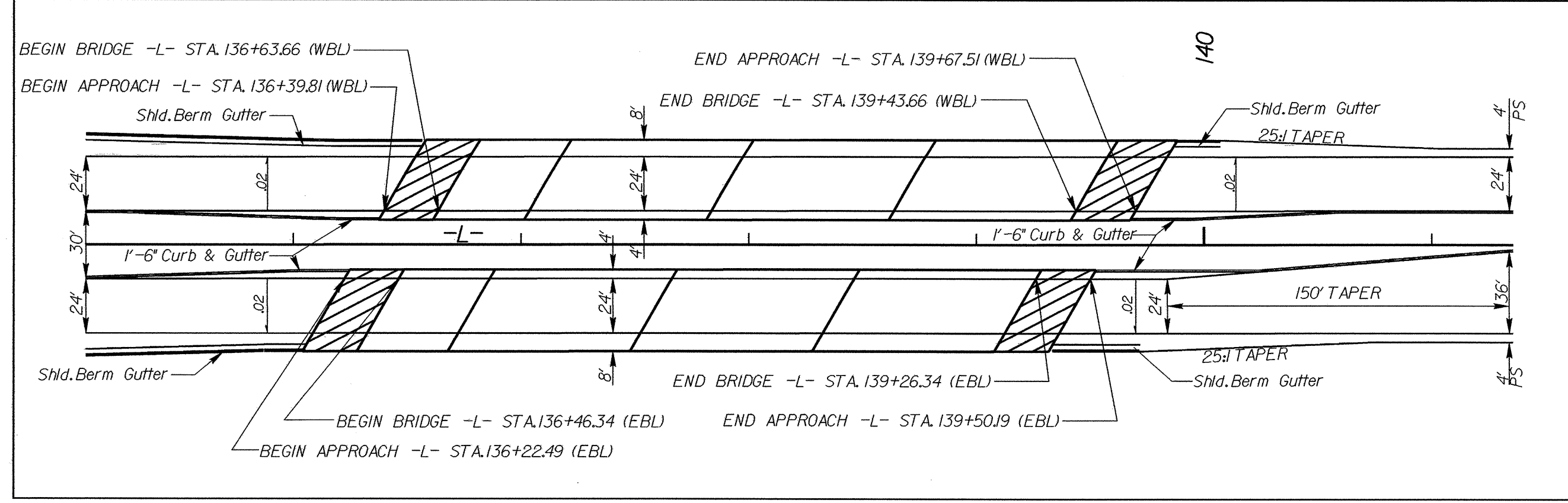
Modified Silt Basin  
Type 'B'  
62 x 12 x 3  
(See Tiered Skimmer  
Basin Detail)  
ID 13.5CG

50 x 10 x 3  
ID 13.1aF

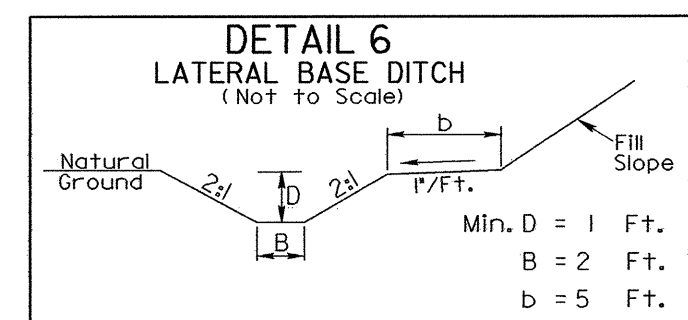
82 x 20 x 3  
2 inch Skimmer  
with 2 inch  
Orifice Diameter  
10 ft. weir  
ID 13.1F

64 x 18 x 3  
2.5 inch Skimmer  
with 2.375 inch  
Orifice Diameter  
14 ft. weir  
(See Tiered Skimmer  
Basin Detail)  
ID 13.3F

Modified Silt Basin  
Type 'B'  
64 x 18 x 3  
(See Tiered Skimmer  
Basin Detail)  
ID 13.3F



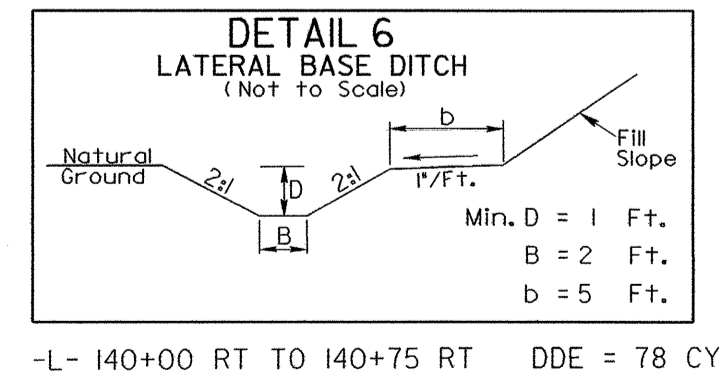
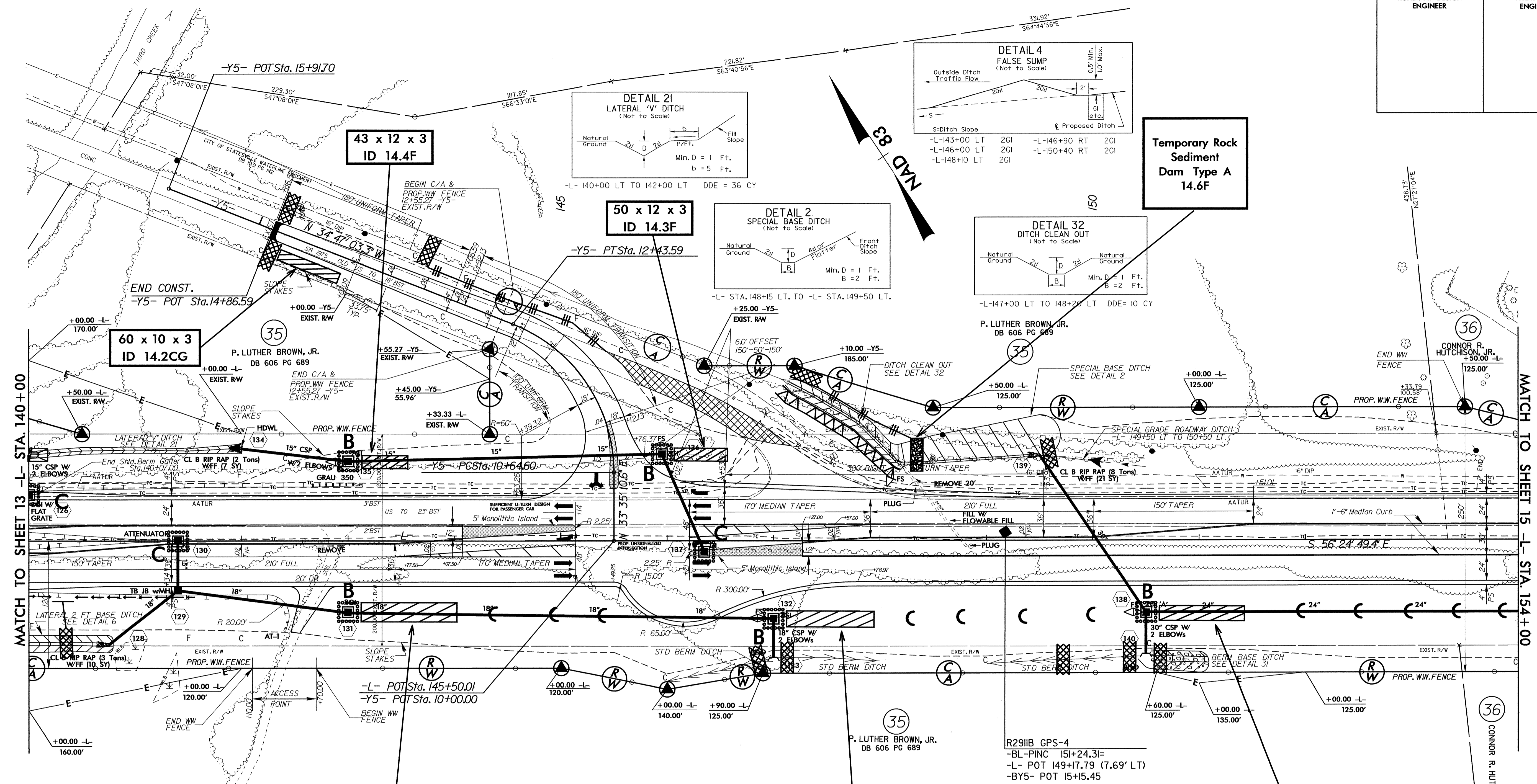
RELATIONSHIP OF PAVEMENT TO PROPOSED BRIDGE



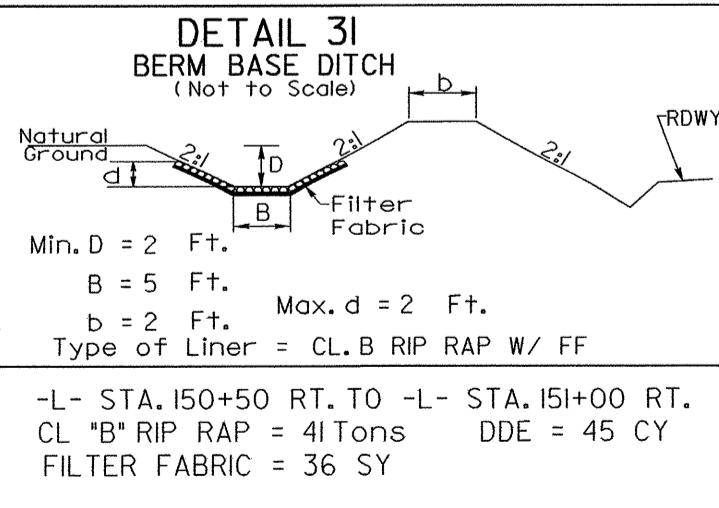
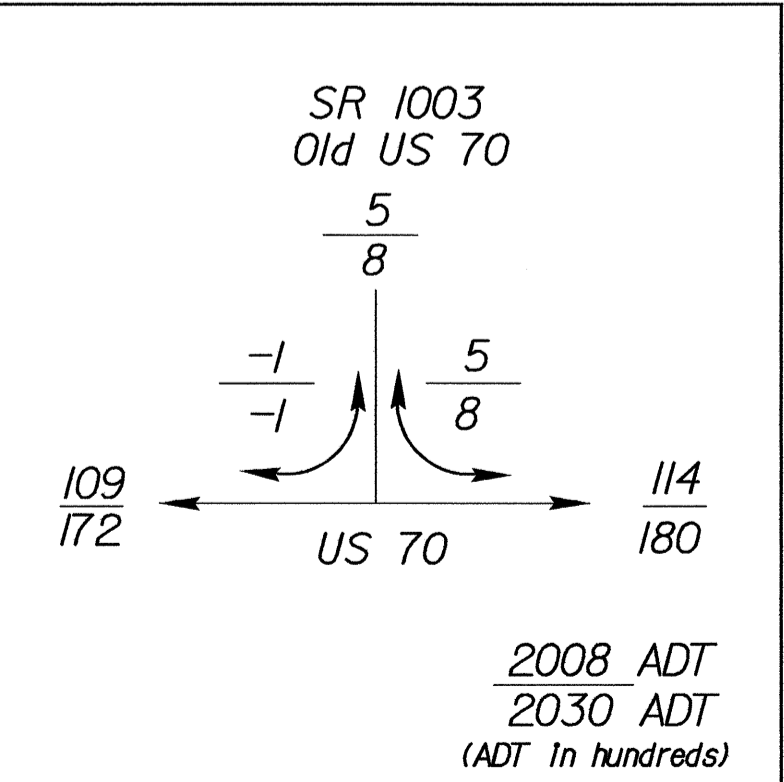
BRIDGE APPROACH SLAB  
NOTE: DRIVEWAY RADII = 20 FT. UNLESS OTHERWISE NOTED.  
PAVE DRIVEWAYS TO BACK OF 20' RADIUS & CONSTRUCT REMAINDER WITH LIKE MATERIAL.  
See Sheet S-1 Thru S- for Structure Plans  
See Sheet 22 for -L- Profile

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AT:HENRY2424003





-Y5-  
PI Sta 11+66.48  
 $\Delta = 68^\circ 22' 13.9''$  (LT)  
D = 38' 11" 49.9"  
L = 178.99'  
T = 101.88'  
R = 150.00'  
e = .04 ft/ft



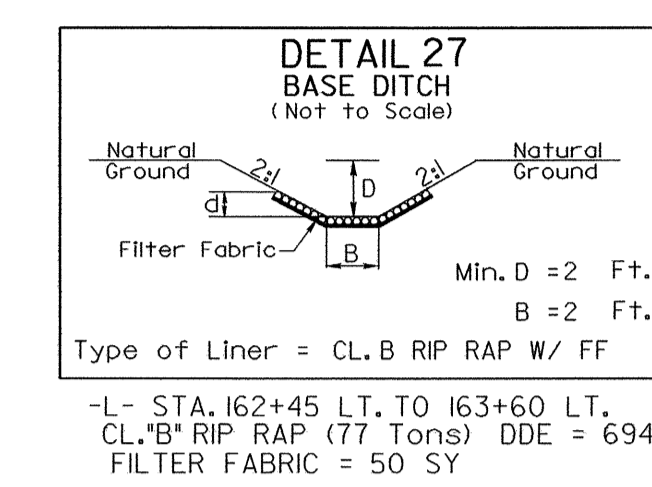
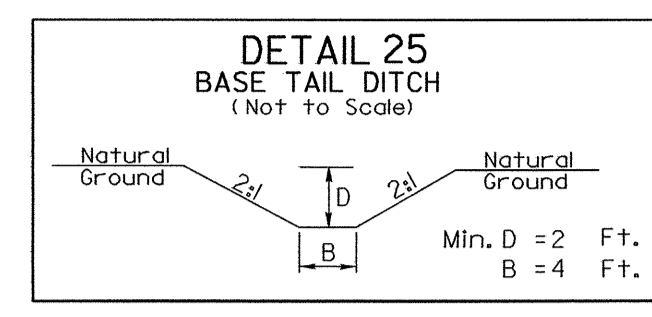
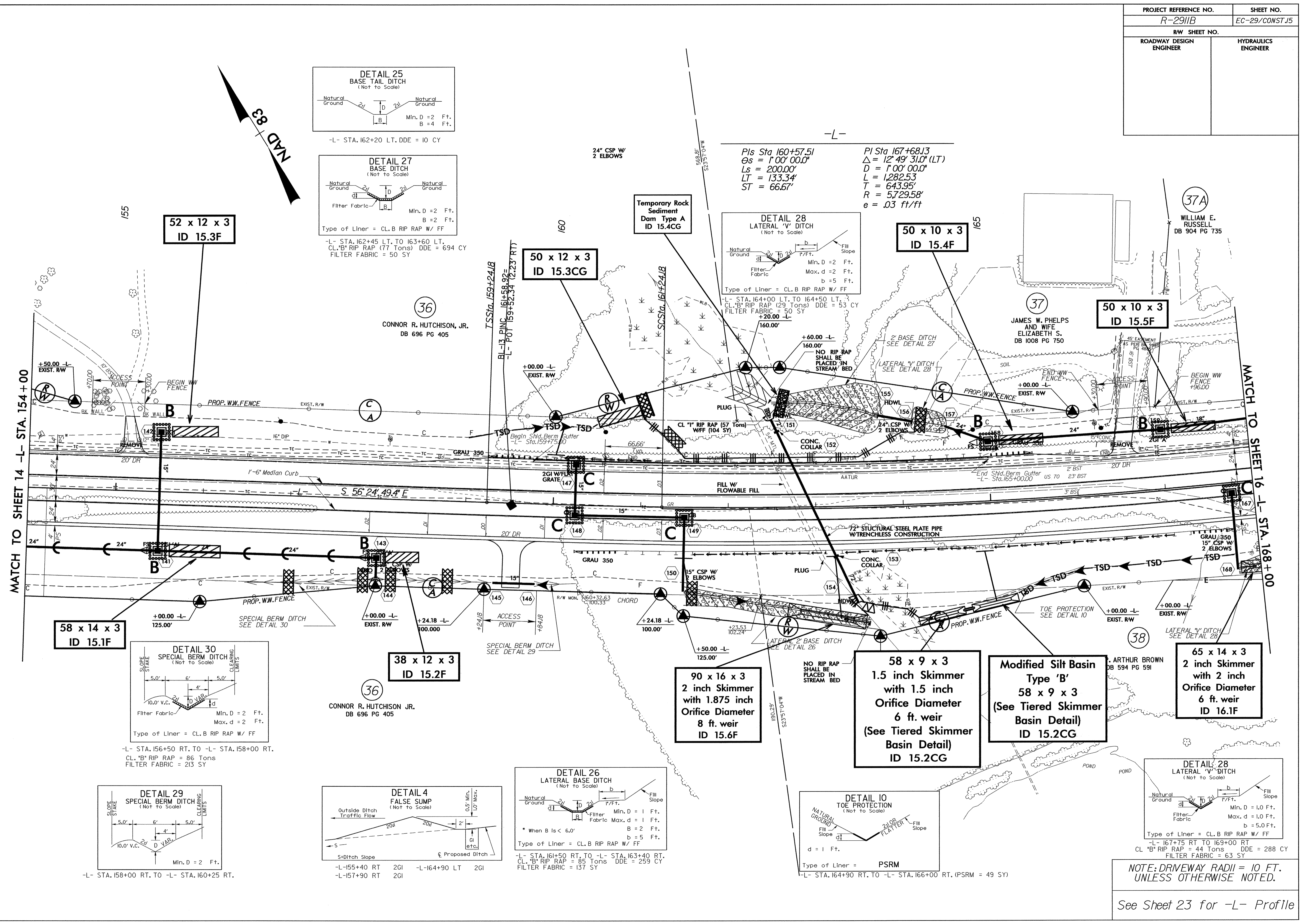
NOTE: DRIVEWAY RADII = 20 FT.  
UNLESS OTHERWISE NOTED.

PAVE DRIVEWAYS TO BACK  
OF 20' RADIUS & CONSTRUCT  
REMAINDER WITH LIKE MATERIAL.

See Sheet 2-E for -Y5- Intersection Detail  
See Sheet 23 for -L- Profile  
See Sheet 25 for -Y5- Profile

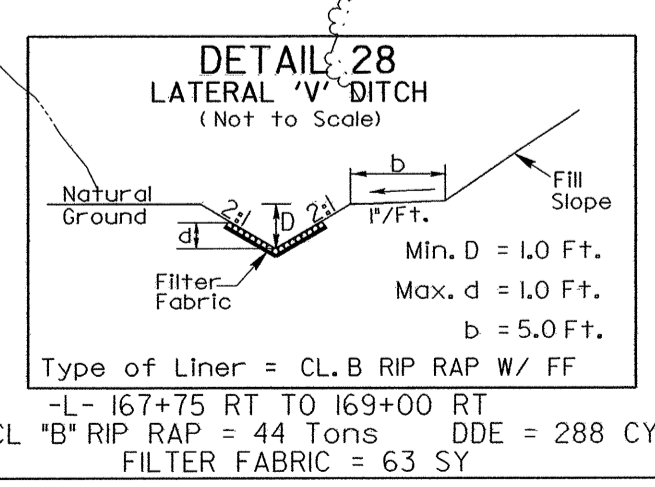
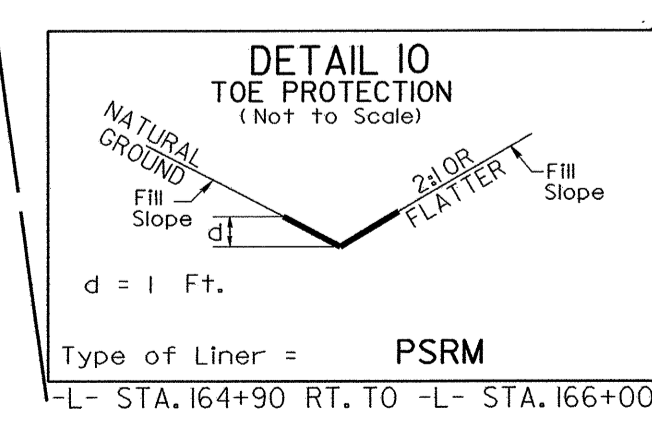
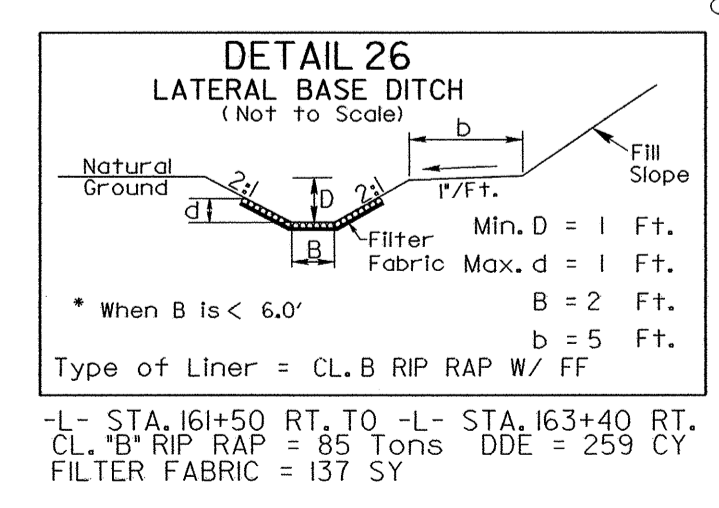
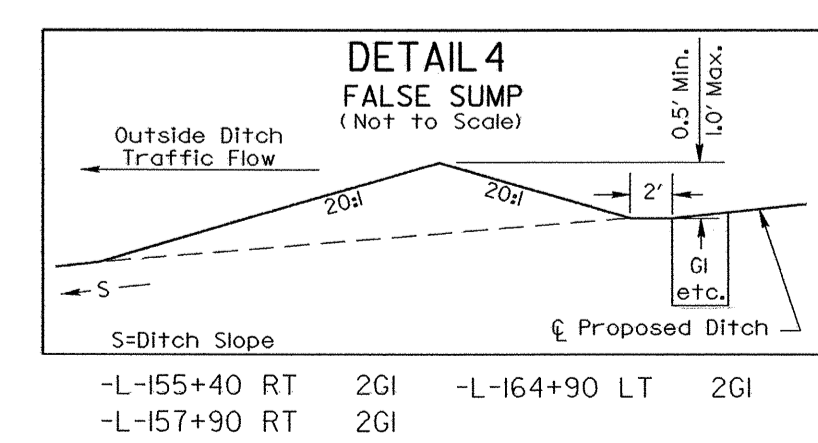
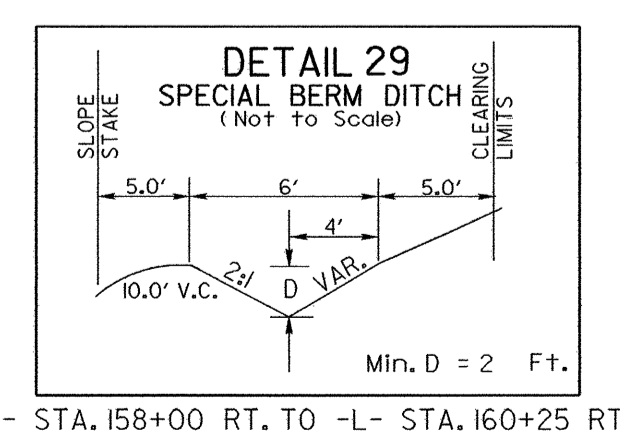
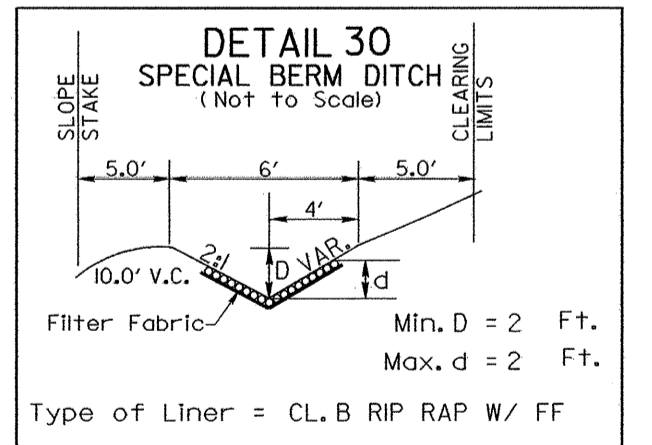
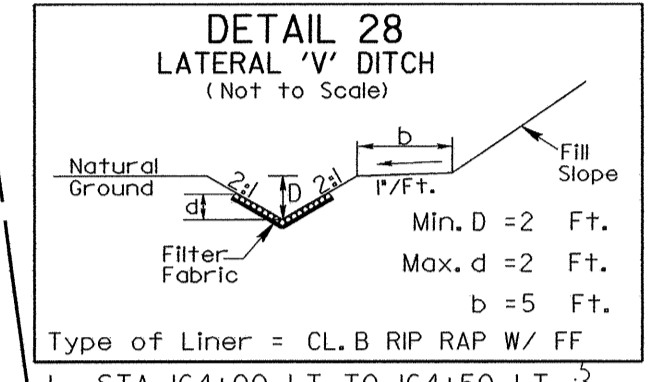


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jenniferc@psd.com



Pls Sta 160+57.51  
Os = 1'00'00.0"  
Ls = 200.00'  
LT = 133.34'  
ST = 66.67'

PI Sta 167+68.13  
Δ = 12'49'31.0" (LT)  
D = 1'00'00.0"  
L = 1282.53'  
T = 643.95'  
R = 5,729.58'  
e = .03 ft/ft

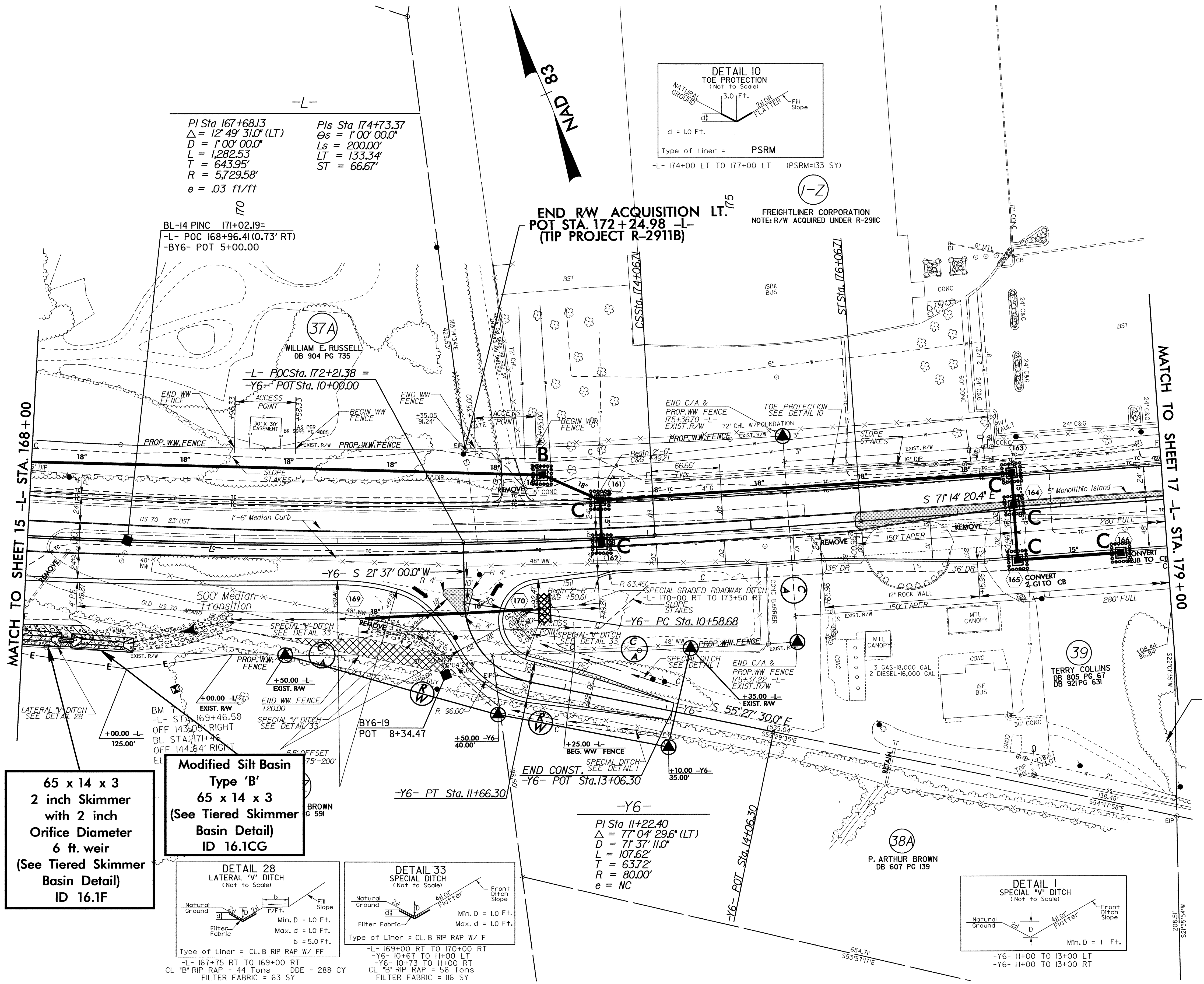


NOTE: DRIVEWAY RADII = 10 FT.  
UNLESS OTHERWISE NOTED.

See Sheet 23 for -L- Profile

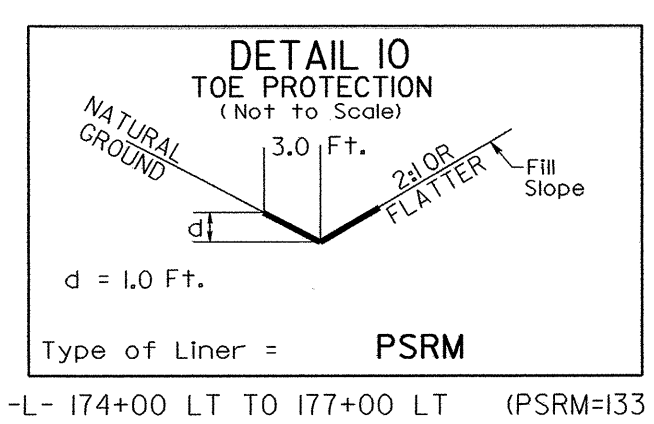


PROJECT REFERENCE NO.		SHEET NO.	
R-2911B		EC-30/CONST.16	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	



$PI\ Sta\ 167+68.13$   
 $\Delta = 12^\circ 49' 31.0" (LT)$   
 $D = 1'00'00.0"$   
 $L = 1,282.53$   
 $T = 643.95'$   
 $R = 5,729.58'$   
 $e = .03\ ft/ft$

$PIs\ Sta\ 174+73.37$   
 $\Theta_s = 1'00'00.0"$   
 $L_s = 200.00'$   
 $LT = 133.34'$   
 $ST = 66.67'$



**END R/W ACQUISITION LT. 175**  
**POT STA. 172+24.98 -L-**  
**(TIP PROJECT R-2911B)**

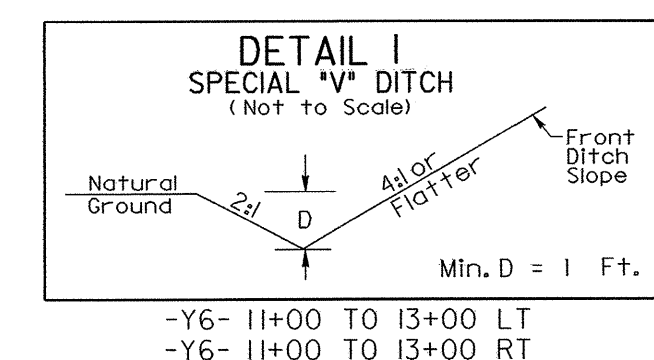
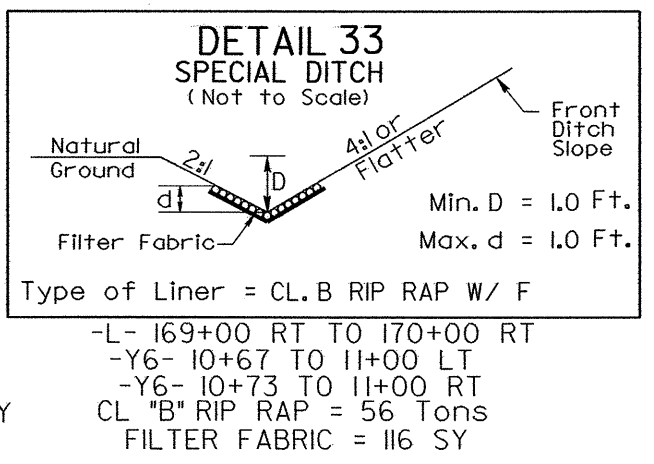
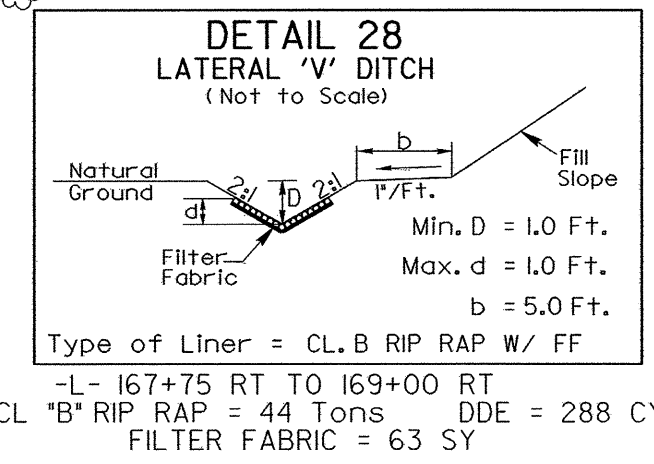
FREIGHTLINER CORPORATION  
 NOTE: R/W ACQUIRED UNDER R-2911C

MATCH TO SHEET 15 -L- STA. 168+00

MATCH TO SHEET 17 -L- STA. 179+00

**65 x 14 x 3**  
**2 inch Skimmer**  
**with 2 inch**  
**Orifice Diameter**  
**6 ft. weir**  
**(See Tiered Skimmer**  
**Basin Detail)**  
**ID 16.1F**

**Modified Silt Basin**  
**Type 'B'**  
**65 x 14 x 3**  
**(See Tiered Skimmer**  
**Basin Detail)**  
**ID 16.1CG**

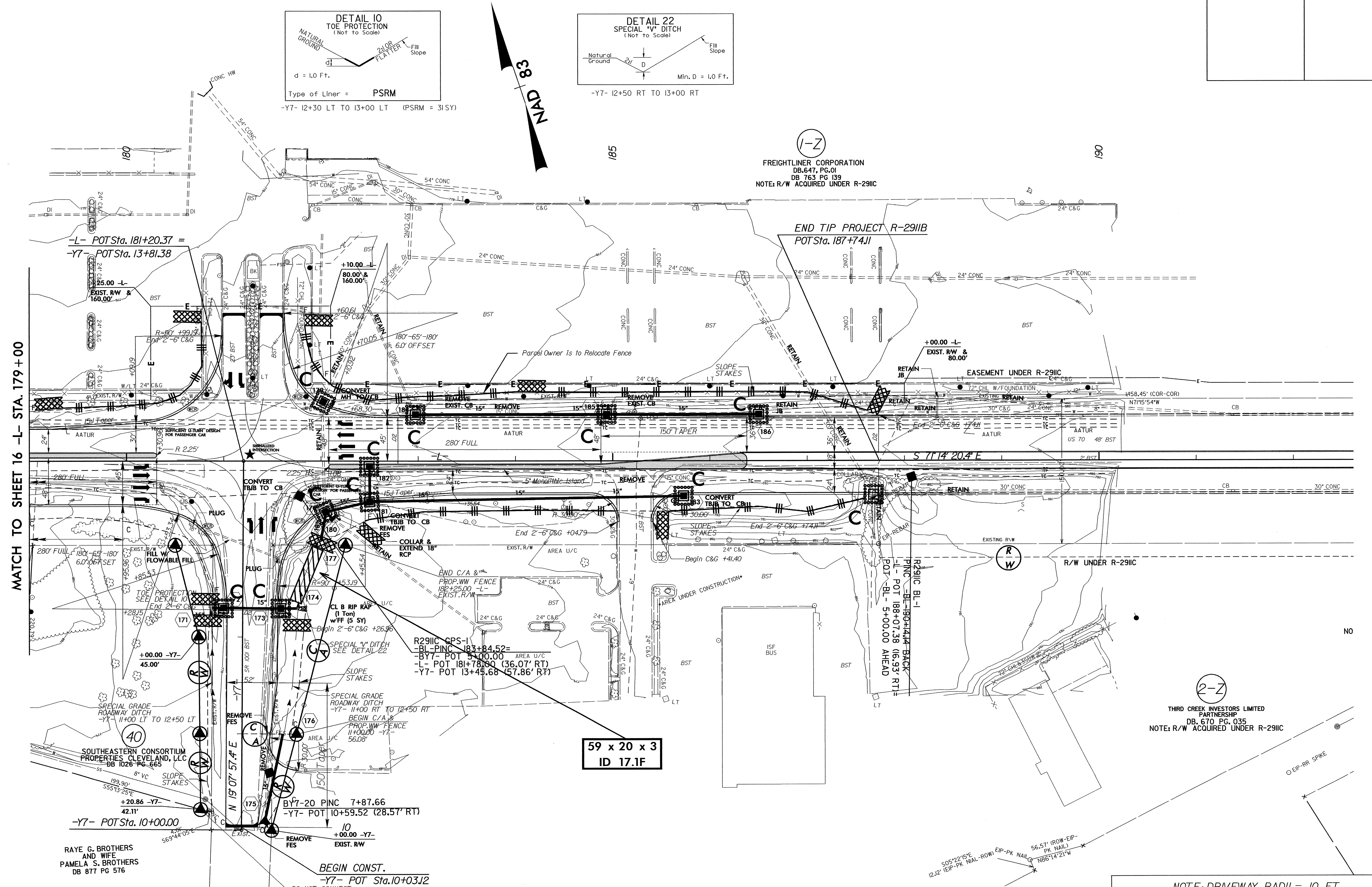
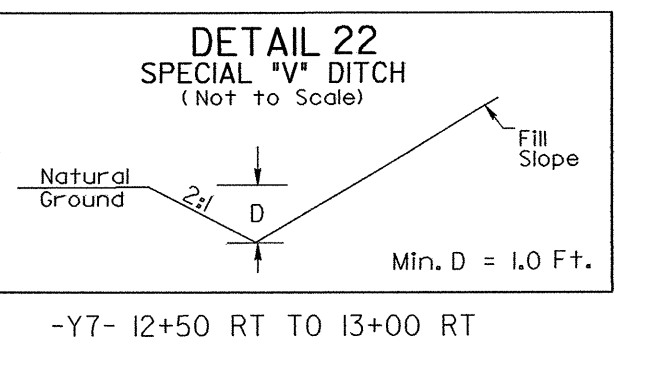
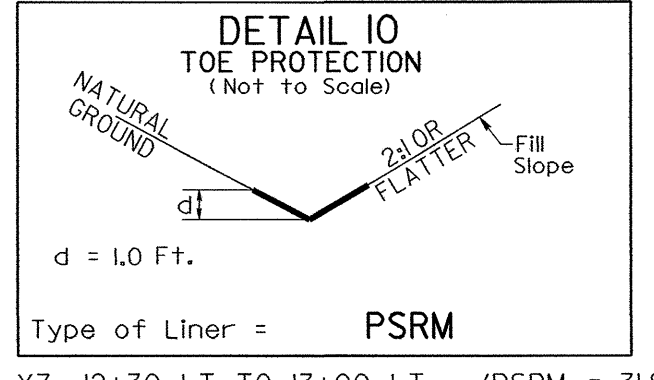


NOTE: DRIVEWAY RADII = 20 FT.  
 UNLESS OTHERWISE NOTED.  
 PAVE DRIVEWAYS TO BACK  
 OF 20' RADIUS & CONSTRUCT  
 REMAINDER WITH LIKE MATERIAL.  
 See Sheet 24 for -L- Profile  
 See Sheet 26 for -Y6- Profile

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PROJECT REFERENCE NO.	SHEET NO.
R-2911B	EC-31/CONST.17
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



NOTE: DRIVEWAY RADII = 10 FT. UNLESS OTHERWISE NOTED.

See Sheet 2-F for -Y7- Intersection Detail  
 See Sheet 24 for -L- Profile  
 See Sheet 26 for -Y7- Profile

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 jenniferparish AL RENV242003